

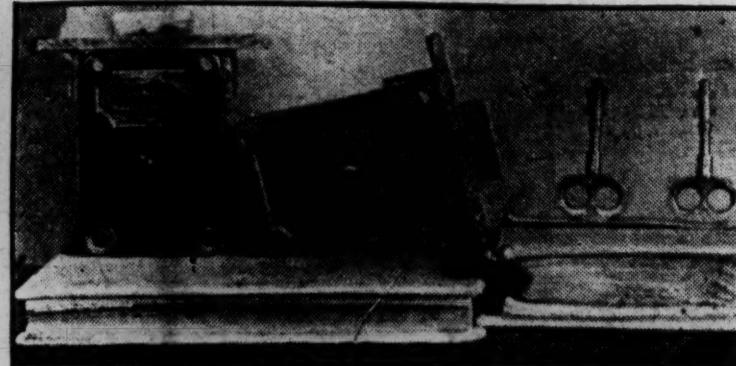
THE CHRISTIAN SCIENCE MONITOR

LAST EDITION.

BOSTON, MASS., THURSDAY, AUGUST 4, 1910—VOL. II, NO. 210.

PRICE TWO CENTS.

Crowds Are Assembling for Pilgrim Fete at Provincetown



SAFEGUARDS FOR PILGRIM MEMORIAL.

The Provincetown monument will frequently be closed to sightseers and at such times these will come into use.

FEDERAL ENGINEERS TO COME TO BOSTON TO FIX HARBOR LINE

Hearing Within a Fortnight Will Also Settle the Site of New Immigrant Station.

AN IMPORTANT MOVE

Future Waterfront Development of City Intimately Related to Action to Be Taken by Government.

A board of three United States army engineer colonels will hold a public hearing in Boston within a fortnight, and their report will decide the site that will be chosen for Boston's new immigrant station and also put either the war department's approval or rejection on the development plans of the East Boston Improvement Association, it is announced today.

The meeting follows a petition from the Boston Chamber of Commerce for a ratification by the war department of the last General Court's action in passing a bill changing a certain part of the Boston harbor line.

The board consists of the president, Col. William M. Black, Col. Solomon W. Roessler of New York and Col. Frederic V. Abbott of Boston. Colonel Black is also president of the board of army engineers that will investigate plans for raising the battleship Maine. The meeting in Boston is to occur before he goes to Havana harbor.

Besides settling the immigrant station question and the East Boston improvement plans the board is also expected to take the state harbor and land commission out of a peculiar situation. For although the state harbor line is moved out and the federal government harbor line retains its old position, the position of the state commission is a difficult one to define, the legal contention being that they are without jurisdiction seaward from the federal line.

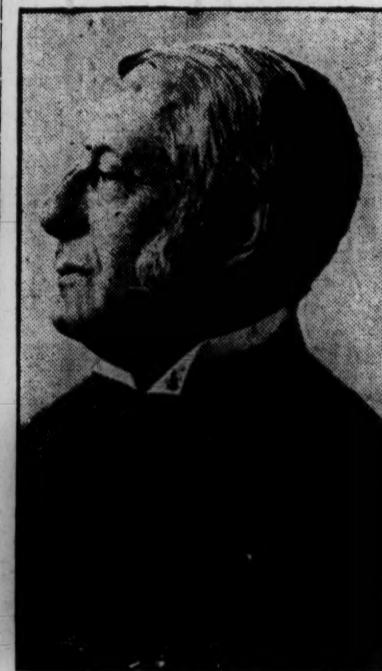
This harbor line question has nothing to do with another harbor line change, for which surveys are now being made by the federal government in the harbor. The present line contention is to advance the United States pierhead line from a point beginning on Cunard docks across Bird Island flats, along the north side of Governor Island channel, across Noddle Island flats to Winthrop channel, being all in the vicinity of Jeffries point, East Boston.

If the board reports against changing the lines then the immigrant station will be erected on the Jeffries point site, but if the line is changed then the station would have to take the new proposed location near Simpson's drydock, East Boston.

NOTABLES HERE ON THE CYMRIC ARRIVING TODAY

The White Star liner *Cymric* from Liverpool and Queenstown, Capt. F. D. Howarth, docked in Boston shortly before noon today with 164 saloon passengers and 324 steerage passengers. Among the first named were M. Le Roy Burton, the new president of Smith College, and his wife and family; the Hon. L. D. Apsey, former congressman from the fourth Massachusetts district; Frederick A. L. Cortie, teacher of physics in Stonehurst College, London, and representative of the Royal Astronomical Society to the international solar congress to be held at Pasadena, Cal., from Aug. 26 to Sept. 6.

SENATOR NAMES MR. SHERMAN.
MUSKOGEE Okla.—Senator Thomas Gore today named Vice-President Sherman as one of the men interested in the McMurray Indian land contracts, through which it was intended to put through a \$3,000,000 deal and in connection with which the senator alleges that he was offered a bribe of \$25,000 to lend his support.



CHARLES W. ELIOT.
President emeritus of Harvard University who delivers the oration of the day at the monument.

LORIMER ELECTION SAID TO BE OCCASION OF MR. CRANE'S TRIP

CHICAGO—Senator Crane's mission to Chicago was for no other purpose than to ascertain, for the information of President Taft, the exact personal and political status of Senator William Lorimer, according to a statement made here today.

The Tribune recently exploited the alleged Democratic vote-buying whereby the Republican senator was given his seat. According to the Tribune, Senator Crane talked with 40 or 50 Chicago business men, bankers, financiers and others regarding Senator Lorimer and the bribery charges which the senatorial investigating committee will begin to unravel here Sept. 11.

The paper says it has information from an unimpeachable source that Senator Crane carried back to Beverly when he left Wednesday night, a distinctly unfavorable report.

Incidentally Mr. Crane inquired of President Taft's chances in this territory in 1912 and was vitally interested to learn the effect upon public sentiment of the return of Colonel Roosevelt.

NO EXTRA POLICE MONEY THIS YEAR

According to decision of Corporation Counsel Thomas M. Babson given to the mayor today, additional funds for the maintenance of the police department cannot be raised until another year, and in consequence Commissioner O'Meara has got the 119 extra men which he has notified the mayor that the department needs.

Mr. Babson's opinion is that money for the maintenance of the police department should come out of the tax levy, to be appropriated with the consent of the city council, before the tax rate for the year is made up. It is now too late to do this and the matter will have to go over for another year.

President Pedro Montt of Chile and his suite will be in Boston tomorrow. President Montt will proceed on Saturday to Beverly to be the guest of President Taft. On his return from Beverly he is expected to stop in Boston.

No official reception has been announced for him in Boston, but it is expected that there will be an interchange of courtesies between the Chilean executive and Governor Draper.

During his stay in Boston, the Chilean executive's headquarters are to be at the Torraine. From Boston to Beverly he is expected to make the trip in the President's yacht *Mayflower*. He will take luncheon with President Taft at the summer capital at Burgess Point. On Mon-



BIRDSEYE VIEW OF PROVINCETOWN FROM TOP OF MONUMENT.

The picture shows the western portion of the town. The place itself stands on the tip of Cape Cod and faces toward Massachusetts bay.

NEWTON TO BE HOST TO STATE HIGHWAY MEN AND SEE ROADS

Massachusetts Association Will Be Entertained by the Mayor and City Government Next Thursday.

TRIP IS TO BE MADE

A week from today Mayor Charles E. Hatfield and the city government of Newton will entertain members of the Massachusetts Highway Association at its quarterly meeting and ladies' day. The invitation was extended by the mayor, and he has assisted in arranging the program, together with Deputy Street Commissioner George E. Stuart, who is president of the association.

The party in Nonantum square will be met by 70 automobiles, including all the municipal machines and others loaned by private citizens. Besides members of the highway commission, invitations have been extended to the metropolitan park commission, the Middlesex county commissioners, Louis K. Rourke, superintendent of streets of Boston, and the officials of Waltham, Brookline, Watertown and Wellesley.

In order to give the roadmakers an idea of the excellence of the thoroughfares in the section adjacent to Newton, the route is mapped out will include the principal streets in Watertown, Waltham, Wellesley and Brookline.

The city will also entertain Newton's representatives in the Legislature, Henry E. Bothfeld, Thomas W. White and George H. Ellis. Congressman John W. Weeks will also be a guest, as will the officials of various automobile concerns, Lewis R. Spear, president of the American Automobile Association, and James Fortescue, secretary and treasurer of the Massachusetts Automobile Association.

The association was organized in 1893, and has a membership of 220, mostly superintendents of streets and engineers throughout the commonwealth. Following are the officers: President, George E. Stuart of Newton; vice-president, Harold Parker of Lancaster and John R. Rablin of Boston; secretary, John M. McCarthy of Boston; treasurer, Charles A. Brown; directors, Frank D. Chant, Belmont; Charles H. Hooper, Peabody; Richard A. Jones, Waltham; John M. McCarthy, Newton.

Car service has been resumed at Dudley Street terminal by the Boston Elevated, where part of a four-car elevated train ran off the tracks shortly after 1 o'clock this morning.

Wreckers are busy removing the cars that fell to the street. Thomas Manning, the motorman, who was the only person on the train, passed away early today as the result of the mishap.

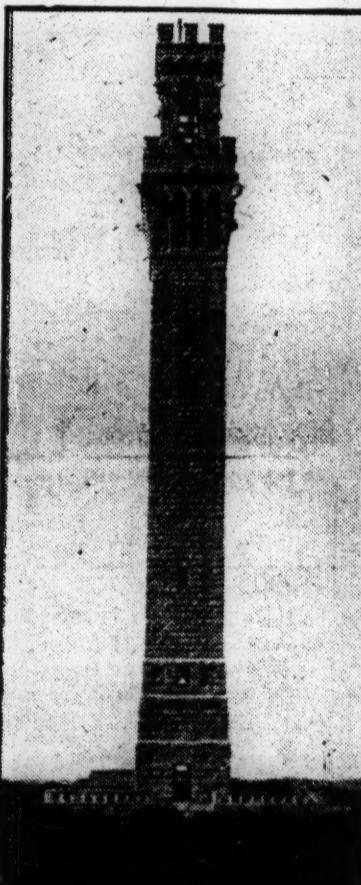
An inquest will be held by the police and the Elevated will make an investigation as to the cause of the wreck.

The loss is estimated at about \$50,000. The Boston Elevated Railway Company issued the following official statement:

"At 1:00 a. m. today as an old and experienced motorman was making a yard movement of an empty train of four cars, in some unaccountable manner the train got beyond his control in the Guild street yard and ran into the curve at tower F, Dudley street. Two cars left the rail and fell to the street, causing damage to the elevated structure.

"Service is run from Dudley street to Sullivan square as usual, the trains shifting ends at Dudley street as the loop cannot be used.

"During the early morning, service between Forest Hills and Dudley street was provided by running surface cars between those two points. At 10:30 a. m. a train service was established between Forest Hills station and the south bound Dudley street platform where passengers transferred to and from the Sullivan square trains."



PILGRIM MEMORIAL MONUMENT.

The structure is 252 feet 7 inches high, cost \$90,000 and serves as a beacon.

DUDLEY SERVICE NOT HALTED BY ELEVATED WRECK

Company Issues an Official Statement Concerning the Derailment Which Occurred Early Today.

Car service has been resumed at Dudley Street terminal by the Boston Elevated, where part of a four-car elevated train ran off the tracks shortly after 1 o'clock this morning.

Wreckers are busy removing the cars that fell to the street. Thomas Manning, the motorman, who was the only person on the train, passed away early today as the result of the mishap.

An inquest will be held by the police and the Elevated will make an investigation as to the cause of the wreck.

The loss is estimated at about \$50,000. The Boston Elevated Railway Company issued the following official statement:

"At 1:00 a. m. today as an old and experienced motorman was making a yard movement of an empty train of four cars, in some unaccountable manner the train got beyond his control in the Guild street yard and ran into the curve at tower F, Dudley street. Two cars left the rail and fell to the street, causing damage to the elevated structure.

"Service is run from Dudley street to Sullivan square as usual, the trains shifting ends at Dudley street as the loop cannot be used.

RHODE ISLAND TAKES SECOND RACE FOR THE DAY YACHTING TROPHY

Massachusetts Yacht Kittiwake Finishes First, but the Bay State Loses on Percentage Basis.

CORINTHIAN RESAIL

MARBLEHEAD, Mass.—The six little 18-foot yachts representing Massachusetts and Rhode Island in the series of three races for the T. Flemming Day trophy held their second race this morning over the outside triangular course of the Corinthian Yacht Club. The course was 10½ miles long. The first leg was a spinnaker run, the second a beat and the third a close reach home.

Although a Massachusetts boat was the first to finish today, the Rhode Island yachtsmen again succeeded in winning on the Y. R. A. percentage basis. They scored the same number of points as in yesterday's race and now have 3,661 to their credit as against 3,334 for Massachusetts.

Todays race was not nearly as exciting as yesterday's. The Kittiwake of Massachusetts finished nearly 7 minutes ahead of her nearest rival, the Hugo, a Rhode Island boat. There was a good easterly breeze blowing and the time of 1h 58m, 54s, for the winner was good.

The summary:

Time.
Kittiwake, A. W. Whittemore, Mass. 1:58.54
Arrow II, C. C. Hirsch, R. I. 2:00.08
Tidmark, J. B. Fall, R. I. 2:10.37
Amoret, G. P. Stevens, Mass. 2:13.03
Boat II, Flint, R. I. 2:17.19

Eight yachts divided in four classes took part in the re-sail of the Corinthian Yacht Club championship races of July 9 this morning. They went over the outside triangular course the same as the 18-footers, and class P furnished some interesting racing, the Amoret finally defeating the Wiamono by 2m. 23s. The summary:

Time.
Yacht and owner. Time.
Amoret, C. B. and H. S. Wheeler. 1:49.53
Wiamono, A. W. Stevens. 1:59.03
Thimandra, J. B. Fall. 1:42.31
Mavourneen, G. P. Stevens. 1:42.04

CLASS P.

Little Rhody II, W. M. Wood. 1:49.52
Tobasco III, D. M. and J. S. Proctor. 1:53.00

CLASS X.

Nutmeg, A. C. Jones. 1:48.57

CLASS S.

Blue Grass, E. F. O'Hara. 0:40.20

CLASS P.

Yacht and owner. Time.
Amoret, C. B. and H. S. Wheeler. 1:49.53
Wiamono, A. W. Stevens. 1:59.03
Thimandra, J. B. Fall. 1:42.31
Mavourneen, G. P. Stevens. 1:42.04

CLASS X.

Nutmeg, A. C. Jones. 1:48.57

CLASS S.

Blue Grass, E. F. O'Hara. 0:40.20

CLAMBAKE FOR ELEVEN THOUSAND.

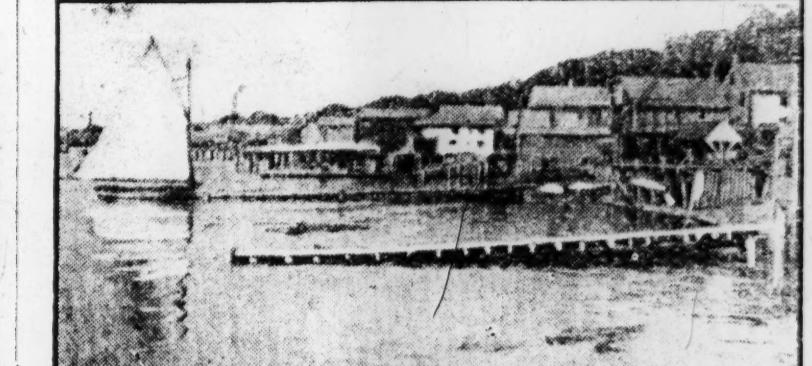
SAN FRANCISCO FEELS SHOCK.

SAN FRANCISCO—Two sharp earth-quake shocks were felt here at 8:40 o'clock this morning. No damage is reported.

BOSTON'S BUILDING ACTIVITY IS GREATEST IN MANY YEARS

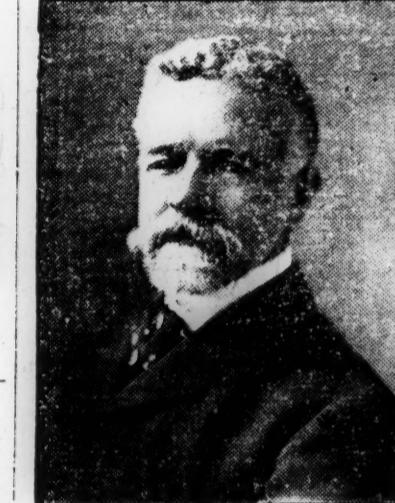
During the first seven months of 1910, 962 permits for new building construction were issued at the Boston building commissioner's office, the largest number in that period for several years.

The July building figures showed a de-



SCENE ALONG THE SHORE AT PROVINCETOWN.

The harbor of the town made famous by the signing of the Mayflower compact Nov. 11, 1620, O. S., is today visited by warships.



ANCIENT CAPE CITY UNVEils MEMORIAL MONUMENT, FRIDAY

President Taft Will Speak at Ceremony Marking Dedication of Beacon Light Where Colonists Halted.

THIRONG IS NOTABLE

State and National Dignitaries Gather for Exercises Tomorrow in Honor of Early Patriots.

PROVINCETOWN, Mass.—Provincetown is in gala attire today in preparation for the notable ceremonies at the dedication of the Pilgrims' memorial monument tomorrow. By sea and land crowds of those who will participate in events of Friday are arriving, and the streets are thronged with officers and dignitaries of state and nation, while the historic place itself is a bustle as it awaits the arrival of President Taft tomorrow as its guest of honor.

On High pole or Town hill, the epiphany which was first spied by the lookouts aboard the Mayflower as they searched the horizon for the first glimpse of the new world, stands the tall gray shaft of the monument, many of the blocks of which have been contributed by the cities and towns of the old Bay and Plymouth colonies and by numerous organizations.

The program for the dedication is as follows:

Prayer, the Rev. James DeNormandie of Boston; music, Harvard quartet; "Hymn to the Pilgrims," words by Dr. William Elliot Griffis, music by Lester A. Bartlett; remarks, J. Henry Sears, president of the Pilgrim Memorial Association; address, Charles W. Eliot, president emeritus of Harvard College; address, M. Van Weede, charge d'affaires of the Netherlands legation, Washington, D. C.; music, Salem Cadet band; address, Senator Henry Cabot Lodge, transferring the monument from the commission to the Cape Cod Pilgrim Memorial Association; reply, the Hon. William B. Lawrence, Medford; music, Harvard quartet, "Landing of the Pilgrims," words by Mrs. Felicia Hemans; address, the Hon. James T. McCleary of Minnesota; address, Gov. Eben S. Draper, introducing President Taft; address, President William H. Taft; unveiling tablet, Miss Barbara Hoyt, tenth in descent from Elder Brewster; address, Henry H. Baker, unveiling tablet; music, Salem Cadet band.

The streets of the town and the height above will be bright with color. The uniforms of the regular officers and those of the governor's staff and of the sailors of Admiral Seaton Schroeder's battleship fleet together with the dainty

(Continued on Page Five, Column One.)

ROOSEVELT TRIP TO MINES ENDED

NEW YORK—After two days' automobile touring in the mining districts of eastern Pennsylvania, Mr. Roosevelt was as energetic as usual when he reached New York today by train at the end of the trip. He left immediately for Oyster Bay.

He refused to comment on the Kansas primary result or the Iowa Republican convention.

"No politics," was the answer to every question relating to the situation in the middle West that was put to him.

TWO APPOINTEES REJECTED TODAY

The state civil service commission at a special meeting this afternoon rejected the names of Joseph P. Lammasney, appointed to be the city health commissioner, and Patrick F. McDonald to be superintendent of supplies, by Mayor Fitzgerald. A letter to this effect was forwarded by messenger to the mayor at the city hall.

**SEND YOUR "WANT" AD TO
THE
CHRISTIAN SCIENCE
MONITOR**

If you are looking for employment, or
for an employee
The Monitor offers you an opportunity
to supply your need without the
expense of advertising.

THIS OFFER DOES NOT APPLY TO ADVERTISEMENTS FOR PERSONS WANTED TO HANDLE GOODS ON COMMISSION OR TO ADVERTISEMENTS SOLICITING BUSINESS PATRONAGE

THE MONITOR EMPLOYMENT BUREAU

**IT WILL BE RUN FREE
ONE WEEK
ON THE CLASSIFIED
AD PAGE**

Write your advertisement on this blank
and mail direct to The Christian Science
Monitor, Boston, Mass.

The Christian Science Monitor is
read in every city in America.

FULL NAME AND ADDRESS OF ADVERTISER MUST BE FURNISHED OR ADV. WILL NOT BE CONSIDERED.

Name.....

Street.....

City.....

State.....

CUT ALONG THIS LINE

CUT ALONG THIS LINE

CUT ALONG THIS LINE

News of the World Told by Cable and Correspondence

RADICAL CHANGES WILL BE MADE IN BRITISH PRISONS

Winston Churchill Delivers Able Address on Prison Reform, and Outlines Methods He Will Adopt in Instilling Element of Humanity in This Work.

(Special Correspondence of The Monitor.)
WESTMINSTER.—The intervention of Winston Churchill in the debate on the home office vote was remarkable for one of the ablest speeches he has ever been known to deliver. By this speech, Mr. Churchill has brought himself into the first line of prison reformers, and when the reforms he outlined have been carried out in full, much will have been done to destroy the barbarity of the present system, and to introduce into prison administration the element of humanity which is necessary if prisons are ever to cease from being purely a form of punishment and to become, at the same time, a method of reform.

It may be said without exaggeration that every grade of prisoner comes within the radius of Mr. Churchill's reforms. Some of these he will have to support by legislation, and he has promised the necessary bills for this purpose during the ensuing autumn session, but others can be effected by an administrative order, and will be put into operation with the least possible delay.

Mr. Churchill began by dealing with the question of fines. He showed how the inability to pay these fines, at the moment of sentence, caused hundreds of men to be sent to prison, with all the degradation which followed, for mere trifling offences. Under his new order, time will be permitted for every prisoner, of fixed abode, to find the necessary money, and the effects of this alone he estimates will be to prevent that first introduction to prison which is the cause of so many men and women becoming habitual jailbirds. No less than 14,000 people, he explained, paid these fines last year after having been committed, and he calculated that far larger number even than this would be able to pay them in the future, after a reasonable interval, and so, under the new regulations, avoid the taint of entering prison for the first time. To prevent as many people as possible going to prison at all, was, Mr. Churchill declared, the preliminary step of a desirable prison system.

Then, after dealing with the measures he proposed to take for subjecting young offenders to a disciplinary and curative system, which he calculated would prevent at least 5000 a year being committed to prison at all, he went on to deal with the question of solitary confinement. Not long ago John Galsworthy at once horrified and roused London by a play in which the full horror of solitary confinement was driven home in the most realistic manner to those who entered the theater. Perhaps Mr. Churchill was one of these. At any rate, he has learned the lesson Mr. Galsworthy endeavored to drive home. His predecessor, Lord Gladstone, had reduced the term of solitary confinement with which a sentence is commuted from six to three months in every case. Mr. Churchill has now reduced the three months to one month in every case, except those of habitual criminals whose one idea is to get as soon as possible in touch with the other habitual criminals in the prison gang. Perhaps the one blot in Mr. Churchill's reform is the fact that he has not abolished this system outright. He, however, disclosed the curious fact that there are among prisoners those who shrink from mingling with the convict workers, and he has even introduced a curious safeguard by which a sensitive prisoner shall, on his own application, be permitted to begin

his sentence with three months instead of one month of solitary confinement. Next he dealt with the cases of those, such as political prisoners, who find their way into prison, not because they have been guilty of any moral offense, but because, for various reasons, sometimes reasons of conscience, they have felt themselves compelled to break the law. To this class of prisoner Mr. Churchill has made his most remarkable concessions. "I propose," he said, "to relieve them of the compulsion to wear prison clothing, to be specially searched, to have their hair cut, or to be compelled to take a regular prison bath, to be relieved of cell cleaning, and to be permitted to obtain their food from outside, to exercise in the morning and afternoon, to converse, subject to good behavior, with other prisoners when at exercise, and to have such books not bearing on current events."

After this Mr. Churchill dealt with the habitual criminal. He began by disclosing the terrible fact that three out of every four convicts return to prison on long sentences. From this he went on to explain that he had determined to abolish the ticket of leave altogether. For the future, the whole system of police espionage for released prisoners will come to an end. The convict in search of work will no longer be tracked down and remorselessly prevented from getting his head again above the waters, but he will be looked after by a central agency, half official, half nominated, which will endeavor to get into touch with him and to help him in every possible way.

Lastly, Mr. Churchill made the announcement that the chancellor of the exchequer had agreed to set aside a sum of £7500 for the disposal of the home office in the attempt to enable released prisoners to recover their position in the world, and to enable a certain number of concerts and lectures, not exceeding one in every quarter, to be given in every convict prison throughout the country. It would be impossible, he declared, to exaggerate the effect of this amelioration wherever it had been attempted, the letters of these poor people for months afterward having been eloquent in recognition of what had been done for them.

Then he brought his speech to a close with a fine peroration, which was received with loud applause by the House. "A calm, dispassionate recognition of the rights of the accused against the state and even of convicted criminals against the state; a constant heart-searching by all charged with the duty of punishment, a desire and eagerness to rehabilitate in the world of industry all those who have paid their dues in the hard coinage of punishment, tireless efforts toward the discovery of creative and regenerative processes, unfaltering faith that there is a treasure if you can only find it in the heart of every man—these are the symbols which in the treatment of crime and criminals mark and measure the stored up strength of a nation and are the sign and proof of the living virtue in it."

PARLIAMENT ENDS SUMMER SESSION

LONDON—Parliament adjourned Wednesday until Nov. 15. During the recess the conferences between the leaders trying to settle the constitutional differences of the House of Lords and the House of Commons will be continued and a compromise may be announced upon the reassembling of Parliament.

Several of the points in dispute have been adjusted.

The most important work of the new Parliament has been the adoption of Chancellor Lloyd-George's contested budget. The woman suffrage bill, which after preliminary discussion was buried in committee of the whole, and other contested measures were deferred until autumn.

POINT GREY GIVES LONG FRANCHISE

VANCOUVER, B. C.—The municipality of Point Grey, one of Vancouver's suburbs, has decided to give the British Columbia Electric Railway Company a 40-year franchise within the district and a 99-year franchise for the proposed trunk lines from the city limits to the north arm of the Fraser river. The electors also voted \$750,000 for water and sewer extensions and \$100,000 for roads. About 15,000 operatives are locked out.

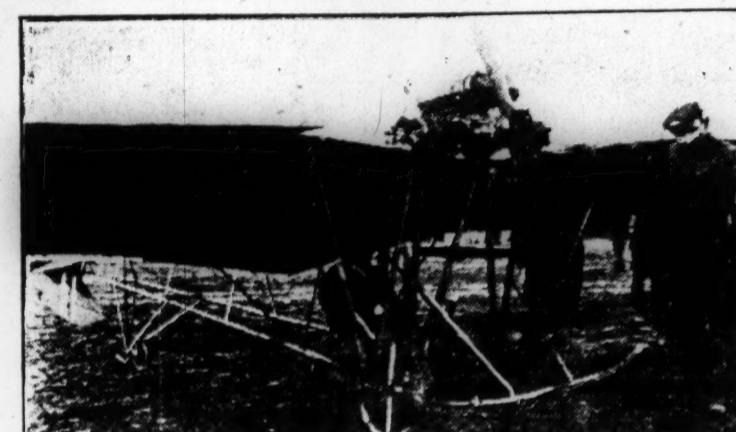
"Demoiselle" Proves Attraction at Bournemouth Meeting

(Special Correspondence of The Monitor.)

BOURNEMOUTH.—One of the most attractive, as well as active aeroplanes competing at this meeting was M. Audemars' "Demoiselle," which has never before flown out of France. This gaudy little machine with its scarlet framework and mustard-colored wings, is a great attraction to the public, and the smiling little Frenchman who drives it from his seat below the planes managed to carry off nearly \$2500 worth of prizes, including the second prize for speed. Like a busy and industrious little insect the "Demoiselle" could hardly be kept in its shed but buzzed round the course incessantly beneath its more dignified rivals. M. Audemars is quite as diminutive as his machine and supplied the note of comedy of the aviation meeting. He lands by turning a harmless somersault and when not in the air he was most frequently seen demolishing long and twisted stems of barley sugar. On one occasion when the "Demoiselle" turned a complete pirouette I hurried across the ground in motor to find him seated in the machine in the middle of a field of barley, good-humored and gay as ever. On my asking him if he did not find these unexpected descents disturbing, he replied: "Not at all. I have the only right method—I start underneath. My machine turns over—I finish up on the top."

The principal prizes were won by Morane, who carried off the \$5000 for greatest altitude, 4100 feet, \$5000 for speed, \$4000 for cross sea flights and \$2500 for general merit. Mr. Grahame-White received \$1500 for covering the longest distance, 90 miles, and \$1250 for alighting prize. Mr. Drexel \$2000 second prize for height, 2400 feet. Capt. Bertram Dickson \$1750 for weight carrying competition and \$1250 for starting prize. Messrs. Grace, Wagner and Christiansen all made some fine flights during the course of each day, but owing to slight troubles with their machines did not come in for any of the more important prizes.

A reasonable innovation that was inaugurated at Bournemouth and one very necessary at the present stage of aviation was the rule that each competitor should deposit the sum of \$200, to be returned only if he succeeds in flying three times around the course during the week of the meeting. This prevented to a certain extent the entrance of unknown and untried men who at former meetings have caused the organizers great expense in the building of hangars and transport of machines. Another innovation which gave rise to a good deal of amusement was the engagement



(Photo specially taken of The Monitor.)

M. AUDEMARS.

Aviator is seen seated in the automobile. In the photo above he is in position for a flight in the "Demoiselle".

of "nurses" to take charge of each aviator on his arrival at Bournemouth. This post was much sought after by the members of the Royal Aero Club and the business of the experienced "nurse" was to follow his man around with a small black book in which were entered minute directions as to the various events being competed for, and the regulations governing the same, time of starting, competitions already closed, etc. It having been proved in the past that aviators are very much in the air even when they remain on the ground, this arrangement was found to work most satisfactorily by the clerks of the course, who have not always found competitors particularly practical or easy to deal with.

During the last two hours before the close of the meeting a rainy afternoon changed into a still evening and enough

flying was witnessed in that short space of time to fill a week's program of a year ago. The small crowd of privileged individuals who were allowed behind the line near the hangars hurried from one spot to another in their desire to be present at every event. M. Bleriot made a flight piloting Morane's machine, possibly to encourage Mme. Bleriot to make an ascent as she immediately afterward made a short journey over the sea piloted by Morane, who for the rest of the evening took up one passenger after another to the number of 27. Mr. Grace made a splendid flight right out from the aerodrome over the town and Mr. Grahame-White returned from his journey to the Needles, across the sea; every shed was vacant, every aviator on the line waiting to be allowed to go up and the last hour closed with a veritable fireworks of flights.

HUNGARIAN PREMIER GIVES REASON FOR MILITARY EXPENSE

BUDAPEST—Count Khuon Hédervary, the premier, referred on the occasion of the discussion on the address in reply to the speech from the throne, to the proposed increased military expenditures. He maintained that "we must develop our defenses in proportion as other great powers do. The readiness of the army, which was fully demonstrated at the time of the complications attendant upon the annexation crisis, filled the whole country with pride and satisfaction. It was shown what an insatiable appetite an army is which offers the country a guarantee for its safety and are the sign and proof of the living virtue in it."

Then he brought his speech to a close with a fine peroration, which was received with loud applause by the House. "A calm, dispassionate recognition of the rights of the accused against the state and even of convicted criminals against the state; a constant heart-searching by all charged with the duty of punishment, a desire and eagerness to rehabilitate in the world of industry all those who have paid their dues in the hard coinage of punishment, tireless efforts toward the discovery of creative and regenerative processes, unfaltering faith that there is a treasure if you can only find it in the heart of every man—these are the symbols which in the treatment of crime and criminals mark and measure the stored up strength of a nation and are the sign and proof of the living virtue in it."

PARLIAMENT ENDS SUMMER SESSION

LONDON—Parliament adjourned Wednesday until Nov. 15. During the recess the conferences between the leaders trying to settle the constitutional differences of the House of Lords and the House of Commons will be continued and a compromise may be announced upon the reassembling of Parliament.

Several of the points in dispute have been adjusted.

The most important work of the new Parliament has been the adoption of Chancellor Lloyd-George's contested budget. The woman suffrage bill, which after preliminary discussion was buried in committee of the whole, and other contested measures were deferred until autumn.

PEACE RIVER IS NOT GOOD FARM COUNTRY, SAYS F. C. CAMPBELL

VICTORIA, B. C.—F. C. Campbell, who was despatched to the Peace River district in British Columbia over a year ago, to investigate conditions there on behalf of the provincial government, has returned with his report. Mr. Campbell's headquarters were at Ft. St. John, from which point he explored the district to a radius of about 150 miles. He reports the country generally as not fitted for agriculture, except at certain points, but as well adapted to stock raising. On account of difficult transportation through this province northward, settlers for that district would naturally have to enter by way of Alberta, and would probably come as an overflow from that province.

The principal resource of the British Columbia Peace River country according to Mr. Campbell's report, is coal, there being signs of coal almost everywhere as far as could be judged without drilling.

The coal found on the surface is bituminous and of excellent quality. In Mr. Campbell's opinion the country will rival the Crows Nest pass, where transportation facilities are available, while its close proximity to the Omineca mining districts adds to its prospective value as a source of supply for smelting operations.

DUTCH MILLMEN LOCKED OUT.
ENSCHEDÉ, Holland.—A dispute over wages between the mill owners and employees of the cotton mills, which form the chief industry of Enschedé, has resulted in a complete lockout at the mills. About 15,000 operatives are locked out.

WOMAN SUFFRAGE MOVEMENT MAKES CONVERTS IN INDIA

TEHERAN, Iran.—The female suffrage question has penetrated to India, and a large audience assembled at Simla town hall recently to hear a debate on the subject. One of the speakers, in the course of a speech in favor of women's suffrage, quoted the prime minister of New Zealand, who had stated that after 13 years experience he was convinced that the female vote had done nothing but good and had raised the tone of the colony.

At the close of the debate a vote was taken which disclosed the fact that 74 were in favor of the granting of the franchise to women and 82 against it, a result which should be encouraging to the supporters of the movement.

PREMIER WILL BE FIRST PASSENGER

PRINCE RUPERT, B. C.—It is expected that Sir Wilfrid Laurier on his coming visit to this city will be the first passenger to ride over the first section of the Grand Trunk Pacific. This section is 100 miles long, on part of which the rails are laid, although the bridge crossing the Zinardi Rapids is not yet completed, but an endeavor will be made to have the whole section in running order on the occasion of the premier's visit.

GERMAN PEOPLE WILL FAVOR RESTRICTION OF ARMAMENT

Press of Berlin Points Out That Public Opinion Is Desirous of Understanding Between Fatherland and Great Britain—Reichstag Said to Favor Move.

LONDON—According to the correspondent of the Daily News, the speech delivered by Mr. Asquith in the House of Commons recently, when he reiterated the statement that Great Britain is still prepared to negotiate with Germany for the restriction of armaments in the two countries, has produced no inconsiderable effect upon public opinion in Germany. It is further pointed out that the Liberal and Socialist press throughout the whole German empire declared that were it possible for the two great nations to come to some definite agreement on the question of their respective navies, the result would be heartily welcomed by the whole German people, in addition to which it is even said that a considerable majority of the present Reichstag would vote in favor of such an understanding.

The Berliner Tageblatt is one of the great Liberal newspapers endorsing this view, and referring to the question, this paper points out that while it is probably true that the present naval law must take its course, the crest of the wave has, as Mr. Asquith said, now been reached. With regard to an agreement between the two nations, that paper points out that it can only be arranged on the basis of absolute equality, and that the question as to whether an "entente" or an alliance must accompany the agreement need not be discussed at the present moment.

The Tageblatt points out in conclusion that "German public opinion is desirous of an agreement with Great Britain. We place the fact before the German and British governments. It is their business to secure a hearing for the people's voice and desire."

During recent months, it may be said years, much has been said as to the aims of Germany with regard to England.

The boycott is proclaimed by the Chinese Self-Government Society of Canton. An appeal has been issued to Chinese abroad, asking them to cooperate in the boycott.

RAILWAY WANTS MANY LABORERS

EDMONTON, Alberta—Mr. Collingwood Schreiber, consulting engineer of the Dominion government on the construction of the Grand Trunk Pacific, on a recent visit to the city, emphasized the imperative need of more labor, stating that if the present shortage continues it will be impossible to say when the road will be completed. The work requires eight thousand more men, five thousand being needed at the Prince Rupert end of the line, but the labor is not in the country and they are not allowed to bring it in. The Edmonton labor bureaus report a constant demand over supply, although the end of the harvest operations may ease the labor conditions somewhat.

The Advantage

In doing photographic developing and printing the pictures is that we can deliver work promptly. Mail orders carefully executed.

Complete Line of Cameras and Supplies
DAME, STODDARD CO.
374 Washington Street, Opp. Bromfield

WICKER SUIT CASE
Made to our order in Japan.
Dust-proof lining. Lock and Key.
Light, Stylish, Strong.
Send your order for application.
Charge accounts solicited. Men-
tion The Monitor.

WALTER M. Hatch & Co.
13 and 45 Summer St.

Have The Monitor
Sent to Your
Summer Address

Subscribers need only to keep this office informed as to their whereabouts to have the address of their Monitor changed as often as desired.

Send Notice to the
Circulation Department

BOSTON
TO
NEW YORK
\$2.25

By Trolley and Boat
Special through car
between Boston and
New York, Daily, and
Sunday at 3 p. m.
Tickets and information
Dept. O. C. 800
Co., 309 Washington
Street.

To Providence or Fall River 75¢

Leading Events in Athletic World



Inman Wins Tennis Title

SENIOR POLO BEGINS TODAY AT THE POINT JUDITH CLUB FIELD

New Haven Meets Bryn Mawr and Meadow Brook—City Troop Defeats Bryn Mawr.

MANY SPECTATORS

NARRAGANSETT PIER, R. I.—The senior polo championship begins today at the Point Judith Country Club, New Haven meeting Bryn Mawr and Meadow Brook, led by Harry Payne Whitney, her rival, the Rockaway team.

The City Troop of Philadelphia, created a great surprise by defeating the strong Bryn Mawr team, 12½ goals to 9½, in the second round of the series for the Rhode Island cups. Then Cooperstown defeated the second four of New Haven, 12½ goals to 10½, while the Virginians of the Fauquier County Freebooters defeated the third team of Myopia, 7½ goals to 1½.

For general excellence of team work, position playing, combined with hard riding and hitting, the players of the City Troop afforded a shining example. Bryn Mawr was ragged and sluggish at following the ball at the start and the City Troop was not slow to take immediate advantage of all the opportunities presented. Finally, when Bryn Mawr began to play up, it was too late, although it made the final period a spectacular series of gallops up and down the field for both teams.

The fast ponies and the hard riding of the Virginians of the Fauquier County Freebooters helped them to victory. Even with Joshua Crane taking the place of J. A. L. Blake upon Myopia's side, the vigorous ball chasing of the Virginians could not be overcome, and they won, with plenty to spare.

Eighteen of the ponies of the Ranach team arrived here Wednesday and those of Lord Rocksavage brought over from England are expected today. Lord Rocksavage is to begin practice with the team before the end of the week.

BRYN MAWR. Hep. 1—CITY TROOP, Hep. 1—A. Brown ... 4½—F. S. Converse ... 1—H. W. Harrison ... 12—A. M. Collins ... 1—R. E. Strawbridge ... 5—M. G. Rosengarten ... 4—Back—C. R. Smith ... 10 Total ... 17 Total ... 10 Goals scored—For City Troop, F. S. Converse; M. G. Rosengarten, 1; Harrison, 1; allowed by handicap, total, 14 goals lost by penalties, 1½ goal each for fouls by Converse, Collins and Rosengarten; net total, 12½ goals. For Bryn Mawr, Alexander, 12½ goals; Hep. 1—W. H. Thompson, 4; Strawbridge, 1; C. R. Smith, 2; total, 10 goals; lost by penalty, ½ goal for foul by Strawbridge; net score, 9½ goals. Referee, H. H. Holmes. Time of game, eight periods of 7½ minutes each.

MYOPIA III. Hep. 1—FAUQUIER COUNTY FREEBOOTERS, Hep. 1—FREEBOOTERS, Hep. 2—L. Shaw ... 0—F. W. Okie ... 1—H. P. McKeon ... 12—J. B. Swann ... 2—Back—J. Crane ... 6½—P. Mallett ... 1—Back—E. H. Leache ... 3 Total ... 8 Total ... 8 Goals scored—For Faquier County Freebooters, Okie 2; Shaw 1; Leache 3, by my 1; total, 7 goals; lost by penalty, 1½ goal each for fouls by Leache, Shaw and Okie; net score, 7½ goals. For Myopia III, Shaw 1; Crane 1; total, 2 goals; lost by penalty, 1 goal to each of Myopia and Okie; net score, 1½ goals. Referee, H. Rich. Time of game, eight periods of 7½ minutes each.

COOPERSTOWN. Hep. 1—NEW HAVEN II, Hep. 1—E. S. Reynal ... 4—J. C. Rathbone ... 0—C. P. Reddington ... 32—E. D. Morgan, Jr. ... 2—M. Stevenson ... 6—C. C. Lumley ... 4—Back—F. S. von Staade ... 4—Back—W. L. Goodwin ... 2 Total ... 17 Total ... 8 Goals scored—For Cooperstown, Reynal 3; Reddington 2; Stevenson 4; Von Staade 1; total, 13 goals; lost by penalty, 1½ goal each for fouls by Stevenson and Lumley; net score, 11½ goals. For New Haven II, Rathbone 1; Lumley 2; allowed by handicap, 9; total, 12 goals; lost by penalty, ¾ goal each for fouls by Rathbone and Lumley; net score, 10½ goals. Referee, H. H. Holmes. Time of game, eight periods of 7½ minutes each.

MINOR LEAGUES

AMERICAN ASSOCIATION. Louisville 6, Minneapolis 2; Indianapolis 4, St. Paul 3; Kansas City 2, Toledo 1.

MINOR LEAGUES

EASTERN LEAGUE

Montreal 3, Providence 1; Baltimore 9, Buffalo 4.

SOUTHERN LEAGUE

Atlanta 2, Chattanooga 1; Birmingham 8, Montgomery 2.

COTTON STATES LEAGUE

Yazoo City 11, Vicksburg 3; Greenwood 2, Hattiesburg 2; Jackson 8, Meridian 4; Meridian 3, Meridian 2.

SOUTHEASTERN LEAGUE

Knoxville 3, Gadsden 0; Rome 5, Asheville 4; Morentown 4, Johnson City 3.

VIRGINIA LEAGUE

Roanoke 2, Norfolk 0; Danville 8, Petersburg 3; Richmond 5, Lynchburg 3.

TRI-STATE LEAGUE

Lancaster 3, Trenton 3; Lancaster 7, Trenton 0; Reading 4, York 1; Johnstown 6, Harrisburg 1; Altoona 5, Williamsport 0.

SOUTH ATLANTIC LEAGUE

Columbus 5, Savannah 0; Jacksonville 3, Augusta 2; Columbia 2, Macon 2.

AMERICAN ASSOCIATION

Indianapolis 4, St. Paul 3; Kansas City 2, Toledo 1; Louisville 6, Minneapolis 2.

CHESS MASTERS REACH 15TH ROUND

Many Surprises in Fourteenth Round, Yates Defeating Tarrash and Schlechter a Probable Loser.

HAMBURG—The fifteenth round of the international chess masters' tournament is being played, the schedule reading as follows: Leinhardt vs. Koehnlein, Spielmann vs. Speijer, Niemzowitsch vs. Schlechter, Alekhine vs. Tarasch, Yates vs. Forgacz, Chotimirski vs. Tarrash, Duras a bye.

The fourth round which was played Wednesday, brought the greatest surprises as yet recorded in the tournament. The Yorkshireman, Yates, defeated in style the German champion, Dr. Tarasch. Salwe administered defeat to his countryman, the youthful Russian expert, Niemzowitsch. Durak and Schlechter adjourned their game in a hopeless position for Schlechter, who, in all probability, will lose the game when play will have to be resumed on Saturday of this week. Marshall, the American player, went down before Teichmann. Leonhardt beaten by the Dutch player, Speijer, and Koehnlein's victory over Duras-Chotimirski was a great upset. While Forgacz beat Alekhine, Tarasch and John drew their game. The summary:

Players	W.	L.	Players	W.	L.
Leinhardt	9½	2	Tarrash	4	6
Niemzowitsch	9½	4½	Leinhardt	5½	6½
Duras	8	4	Tarrash	5½	6½
Teichmann	7½	5½	Koehnlein	5½	7½
Marshall	7	5	John	4½	7½
Alekhine	6½	5½	Yates	4½	8½
Forgacz	6½	6½	Chotimirski	3½	11½

CORINTHIAN HAS A RECORD ENTRY

MARBLEHEAD—The largest fleet that was ever started by the Corinthian Yacht Club was sent out in the first of the annual midsummer series, 138 yachts getting away in 26 classes.

The winners were: Class I, Arrow; Class D, Dartwell; first special class, Acushla II; class M, Nutmeg; class P, Mayonnaise; sonder class, Demon; class Q, Little Rhody II; class A, Virginia; class B, Anna C; class C, H. Lindsay; class S, Ruggy; class T, Cigarette; class X, Scamp; class R, Sumati; class E, Lamb; Hull one-design class, Meave; Hingham one-design class, Pollywog; Alpha dories, Retha; Beach Combers dories, Hyphen; handicap class, Icarus; Nahant dories, Spray, and Pleon Y. C. class, Fajir.

The race was sailed in a very light east northeast breeze that at times left many of the boats becalmed. This was most noticeable at the start, when all the yachts had a hard time in reaching the breeze outside the harbor. This brought all the boats together between the starting line and the mouth of the harbor, and made a very pretty picture.

SEMI-FINALS ON AT ESSEX TODAY

MANCHESTER, Mass.—The semi-finals in all but the men's handicap singles have been reached and will be played today in the lawn tennis tournament at the Essex County Club.

The win of Sedgewick Minot over S. Cutting was the big surprise. Cutting is a member of the Harvard tennis team and was expected to have a comparatively easy opponent in young Minot. The latter, however, starting with the first set, was the aggressor, tallying to win in the initial set 6—4. The second set went to the Harvard player 7—5, but the third went to Minot 5—3.

N. Y. C. CRUISE STARTS.

GLEN COVE, L. I.—The annual cruise of the New York Yacht Club started from here at noon today. A larger number of craft than has yet started in this "blue ribbon" event went over the line in a fresh breeze under heavy skies. The cruise will last 10 days and give amateur yachtsmen a chance to prove their merit and skill. The fleet will skirt Long Island and proceed to Newport.

The cruise will be enlivened by a series of races daily between the various classes of yachts, but the real cup racing is reserved for Newport a week from today and tomorrow. On next Thursday over a special course at Newport will be held the trials for the Astor cup. The king's cup, another feature of the cruise, will be competed for on the following day, after which the fleet will disband.

MINOR LEAGUES

AMERICAN ASSOCIATION

Louisville 6, Minneapolis 2; Indianapolis 4, St. Paul 3; Kansas City 2, Toledo 1.

EASTERN LEAGUE

Montreal 3, Providence 1; Baltimore 9, Buffalo 4.

SOUTHERN LEAGUE

Atlanta 2, Chattanooga 1; Birmingham 8, Montgomery 2.

COTTON STATES LEAGUE

Yazoo City 11, Vicksburg 3; Greenwood 2, Hattiesburg 2; Jackson 8, Meridian 4; Meridian 3, Meridian 2.

SOUTHEASTERN LEAGUE

Knoxville 3, Gadsden 0; Rome 5, Asheville 4; Morentown 4, Johnson City 3.

VIRGINIA LEAGUE

Roanoke 2, Norfolk 0; Danville 8, Petersburg 3; Richmond 5, Lynchburg 3.

TRI-STATE LEAGUE

Lancaster 3, Trenton 3; Lancaster 7, Trenton 0; Reading 4, York 1; Johnstown 6, Harrisburg 1; Altoona 5, Williamsport 0.

SOUTH ATLANTIC LEAGUE

Columbus 5, Savannah 0; Jacksonville 3, Augusta 2; Columbia 2, Macon 2.

AMERICAN ASSOCIATION

Indianapolis 4, St. Paul 3; Kansas City 2, Toledo 1; Louisville 6, Minneapolis 2.

CHESS MASTERS REACH 15TH ROUND

F. B. Taylor Defeats C. S. Penhallow—Miss Sears and Miss Thayer Are Finalists in Ladies' Doubles.

HAMBURG—The fifteenth round of the international chess masters' tournament is being played, the schedule reading as follows: Leinhardt vs. Koehnlein, Spielmann vs. Speijer, Niemzowitsch vs. Schlechter, Alekhine vs. Tarasch, Yates vs. Forgacz, Chotimirski vs. Tarrash, Duras a bye.

The match that aroused the greatest interest in Wednesday's play developed the defeat of C. S. Penhallow, Jr., former winner of the Magnolia challenge cup, by Fred B. Taylor of Brooklyn, member of the Noanett Club of Jamaica Plain. The match went to three sets, the last of which was a deuce set.

There were some equally good matches in the doubles. Hill and Lancashire made a fine rally in the second set of their match with Martin and Hughes, but the last named brought the set off, 6—2, and the match.

In the women's doubles, Miss Eleonora Sears and Miss Suzanne Thayer became finalists by eliminating Miss K. Tweed of Cincinnati, beaten by the Dutch player, Speijer, and Koehnlein's victory over Duras-Thayer was a great upset. While Forgacz beat Alekhine, Tarasch and John drew their game. The summary:

Players	W.	L.	Players	W.	L.
Leinhardt	9½	2	Tarrash	4	6
Niemzowitsch	9½	4½	Leinhardt	5½	6½
Duras	8	4	Tarrash	5½	6½
Teichmann	7½	5½	Koehnlein	5½	7½
Marshall	7	5	John	4½	7½
Alekhine	6½	5½	Yates	4½	8½
Forgacz	6½	6½	Chotimirski	3½	11½

CORINTHIAN HAS A RECORD ENTRY

MARBLEHEAD—The largest fleet that was ever started by the Corinthian Yacht Club was sent out in the first of the annual midsummer series, 138 yachts getting away in 26 classes.

The winners were: Class I, Arrow; Class D, Dartwell; first special class, Acushla II; class M, Nutmeg; class P, Mayonnaise; sonder class, Demon; class Q, Little Rhody II; class A, Virginia; class B, Anna C; class C, H. Lindsay; class S, Ruggy; class T, Cigarette; class X, Scamp; class R, Sumati; class E, Lamb; Hull one-design class, Meave; Hingham one-design class, Pollywog; Alpha dories, Retha; Beach Combers dories, Hyphen; handicap class, Icarus; Nahant dories, Spray, and Pleon Y. C. class, Fajir.

The race was sailed in a very light east northeast breeze that at times left many of the boats becalmed. This was most noticeable at the start, when all the yachts had a hard time in reaching the breeze outside the harbor. This brought all the boats together between the starting line and the mouth of the harbor, and made a very pretty picture.

SEMI-FINALS ON AT ESSEX TODAY

MARBLEHEAD—The largest fleet that was ever started by the Corinthian Yacht Club was sent out in the first of the annual midsummer series, 138 yachts getting away in 26 classes.

The winners were: Class I, Arrow; Class D, Dartwell; first special class, Acushla II; class M, Nutmeg; class P, Mayonnaise; sonder class, Demon; class Q, Little Rhody II; class A, Virginia; class B, Anna C; class C, H. Lindsay; class S, Ruggy; class T, Cigarette; class X, Scamp; class R, Sumati; class E, Lamb; Hull one-design class, Meave; Hingham one-design class, Pollywog; Alpha dories, Retha; Beach Combers dories, Hyphen; handicap class, Icarus; Nahant dories, Spray, and Pleon Y. C. class, Fajir.

The race was sailed in a very light east northeast breeze that at times left many of the boats becalmed. This was most noticeable at the start, when all the yachts had a hard time in reaching the breeze outside the harbor. This brought all the boats together between the starting line and the mouth of the harbor, and made a very pretty picture.

CORINTHIAN HAS A RECORD ENTRY

MARBLEHEAD—The largest fleet that was ever started by the Corinthian Yacht Club was sent out in the first of the annual midsummer series, 138 yachts getting away in 26 classes.

The winners were: Class I, Arrow; Class D, Dartwell; first special class, Acushla II; class M, Nutmeg; class P, Mayonnaise; sonder class, Demon; class Q

REPUBLICANS IGNORE MEDICAL PLANK FOR THE IOWA PLATFORM

Both Facions of Party Refuse to Indorse Effort to Create a National Department of Health.

FOLLOW DEMOCRATS

DES MOINES, Ia.—Iowa has followed the example of Vermont, Ohio and other states in refusing to lend itself to the plan to force upon the nation a national health department and possibly a monopoly of the practice of medicine.

The Republican state convention, through its committee on resolutions, Wednesday, turned a deaf ear to the pleadings of the American Medical Association, which sought to have incorporated in the party platform a plank which, if it had been adopted, would have committed the dominant party in the state to the program which the doctors have been fighting for, that program being dictatorial control of all matters pertaining to the public health over which the federal government has jurisdiction.

It also would have pledged the party to a strengthening of the hands of the American Medical Association in the state of Iowa. On many matters of the convention the "stand pat" and the "progressive" Republicans were irreconcilably divided. On this doctors' plank, however, they were a unit in the position that it is not up to the state of Iowa to give any sort of official sanction to a plan which, its people believe, has not been able to stand up under the test of close scrutiny.

Already the Democratic state convention at Ottumwa had gone on record in its platform against any federal legislation calculated to intrude upon the sovereign rights of the people of Iowa in matters pertaining to their health and medical treatment they might choose to accept.

LODGE-AMES ISSUE IS SHARPLY DRAWN BY ESSEX CONTEST

District Attorney W. Scott Peters of Haverhill today is making extensive preparations for waging his campaign for the Republican nomination for state senator from the fourth Essex district against Senator Arthur L. Nason of the same city, who is seeking a renomination. Mr. Peters' tentative plans call for a systematic stamping tour through every ward of Haverhill and the seven towns included in the fourth district, Amesbury, Boxford, Georgetown, Groveland, Merrimac, Middletown and Peabody.

Mr. Peters already has a promise of support from many influential Republicans in the district, some of whom supported Senator Nason last year when the latter was opposed by former Representative L. K. Morse. It is claimed by supporters of Mr. Peters that the opposition against Mr. Morse's renomination last year, which is said to have been largely responsible for Senator Nason's nomination by the party, is not being directed against Mr. Peters' candidacy and that the senator's support at the Republican primaries this fall will consequently be considerably lessened.

One of the chief issues during the contest between Mr. Nason and Mr. Peters will be the Lodge-Ames candidacy for the United States senatorship. The line is sharply drawn, for Mr. Nason is helping Congressman Ames in his campaign against Senator Lodge, and has openly declared that if he is reelected to the Massachusetts Senate this year he will vote for Mr. Ames. District Attorney Peters is avowedly for Mr. Lodge and will be supported by the Lodge men in the fourth Essex district.

MALDEN DEMOCRATS IN CONTEST. Democrats in Malden state that the party will put up a candidate for each of the three legislative positions. This will mean a spirited contest in the twenty-third Middlesex representative district.

Alderman Eugene H. Glennon of ward 2, chairman of last year's board of aldermen, will in all probability be a candidate, endeavoring to succeed Thomas P. Riley in the House, and Anthony J. Reidy, a former chairman of the Democratic city committee, is mentioned as a possible nominee. Raymond D. McGrath of the common council is also receiving prominence as a possible candidate.

STUDYING ST. JOHN RIVER. NORTHEAST CARRY, Me.—The international St. John river commission left here today on a 200 mile canoe journey through the Maine wilderness to investigate the conditions at the headwaters of the east branch of the Penobscot river and the Allegash and their relation to conditions on the St. John river.

INDICT WIRELESS OFFICIALS. NEW YORK—Seven officers of the United Wireless Telegraph Company were indicted Wednesday on charges of conspiracy to defraud by use of the mails and by a scheme for inducing investors to buy worthless stock. Six were in court and pleaded not guilty.

NEW INFORMATION COMES TO LIGHT ON THE "WAIT" STONE

Some new and interesting information has come to light in regard to the "Wait" monument at Springfield, Mass., concerning which an article, together with a picture of the monument, appeared in these columns June 29 last. The new information is furnished by Horatio L. Wait, a lieutenant-commander and paymaster in the United States navy. He is a great-grandson of the man who erected the monument, whose name, it appears, was Joseph, not Josiah, Wait.

Joseph Wait served as captain in Major Robert Rogers' corps of rangers during the French and Indian war, when John Stark and Israel Putnam were also captives therein. After the war, when the Indians had been driven out of what is now Vermont, he conducted parties of settlers up to the beautiful valleys of the Green mountains. When returning from one of these trips he was caught in a violent snowstorm and it was with the greatest difficulty that he succeeded in finding the "Boston road."

In order that the settlers should not be caught in a similar way he caused this peculiar stone to be made and erected at the spot in the wilderness where the trail from the Green mountains joined the "Boston road." The spot and the stone are still there, but around them has grown up the city of Springfield.

As the Masonic order was a powerful influence he caused the Masonic emblems and inscriptions which adorn the stone to be placed there as a protection. The inscriptions are: "Piusanti operientur" (Knock and it shall be opened unto you) and "Virtus est sua mores" (Virtue is its own reward).

Afterwards Joseph Wait served as a captain in Ethan Allen's Green Mountain boys, and was one of 83 men who, with Allen, captured Ft. Ticonderoga. He was commissioned a Lieutenant-colonel in the continental army, raised a regiment in 60 days and commanded it until he fell in a skirmish just before the battle of Valcour island. His brother officers erected a monument to mark the place where he fell, beside the road at Clarendon, Vt., and the monument still stands. The Sons of the Revolution in New York recently placed a bronze tablet thereon.

Horatio L. Wait, his great grandson, has his ancestor's original papers and commissions, one signed by John Hancock.

During Shay's rebellion the rebels attacked the arsenal at Springfield, but were repulsed by the state troops a skirmish taking place around the Wait monument, which is pitted with bullet marks.

TAUNTON MUSEUM SOON WILL OPEN

TAUNTON, Mass.—The first and only natural history museum in this city will be opened at an early date by the Bristol County Academy of Sciences in the upper hall of the academy building. The directors wish especially to aid children in their study of natural history with natural specimens.

A valuable library and a laboratory, where most chemical tests will be made free of charge, will be part of the institution. The museum will be ready before Sept. 1. The officers of the corporation are: President, Henry S. Bassett; secretary, A. Cleveland Bent; vice-presidents, Joshua E. Crane and William Reed; treasurer, Julius Rockwell; editor, Frederick H. Carpenter.

AN AUTO "HOTEL" STARTS ON TOUR

GREENWICH, Conn.—C. W. Post left here today after a visit with his son-in-law and daughter, Mr. and Mrs. E. B. Close. Mr. and Mrs. Post, accompanied by Edward G. Siebel of the South Carolina Legislature and wife, will tour through the Berkshires and to the White mountains in Mr. Post's touring car, which is little short of a hotel on wheels. The car weighs 15,000 pounds and is fitted with everything needed on a long tour but sleeping berths. It carries seven big trunks and is fitted on the inside with hot and cold water, a washstand, hampers for food and a table for dining, their meeting Wednesday evening.

WASHINGTON—Daniel J. Keefe, commissioner of immigration, made public in part Wednesday the immigration figures for the year which ended June 30, 1910. They show a total of 1,041,570. Southern Italy leads with 192,673. Next are the Poles, who numbered 128,348. Immigrants of other races numbered:

ISLAND END RIVER DREDGING DESIRED.

Mayor Charles Bruce of Everett has approved the government plans for dredging the Island End river. The Chelsea board of control has taken similar action.

It is said that the New England Gas & Coke Company, which had practically decided not to enlarge its plant and erect a \$1,500,000 smelter when the Legislature refused to give to Everett about three acres of Chelsea land, will build the new plant if this proposed work is carried through.

ANNUAL REUNION OF VETERANS.

WALTHAM, Mass.—The veterans of the Sixteenth Massachusetts Regiment Association will hold their annual reunion here Aug. 17. William H. Cloumand of Elgin, Ill., the president, will conduct the business meeting. There will be an election of officers. Maj. Henry C. Hall of this city is arranging the program.

MR. GAYNOR VISITS NIGHT COURT.

NEW YORK—Mayor Gaynor visited the night court Wednesday night, and saw policemen arraign prisoners before Magistrate Daniel D. Murphy, a Harvard graduate.

MR. O'MEARA'S REPLY TO MAYOR GIVES NEW VIEW TO POLICE CASE

The controversy which has been in progress for some time between Mayor Fitzgerald of Boston and Police Commissioner O'Meara over the desirability of assigning more patrolmen for service on the Common is given broader scope today by the action of the commissioner in setting forth the city's need of additional officers for various sections of the city.

Mayor Fitzgerald says he will not act on Commissioner O'Meara's recommendation for more police officers until he receives a detailed requisition, and expresses disappointment that the recommendation of the commissioner contains no definite plan for extra policing arrangements for the Common.

Commissioner O'Meara's letter to the mayor in part is as follows:

"Because of a conversation held with your honor July 23, I directed the commanding officers of the 15 land divisions of the police department to report to me, after careful consideration, the number of additional patrolmen needed in their respective divisions. They were informed that the inquiry had reference to a possible increase in the number of patrolmen to be allowed this department by the mayor of Boston under authority vested in him by section 13, chapter 291, acts of 1906. Their reports in writing are now in my hands, and I am forwarding herewith a summary which I have made.

"It is for your honor to say whether or not the city of Boston can afford to pay for these additional policemen or for any of them. Should you authorize an increase, it can be neither prevented nor limited by any other authority. Not even the city council can intervene.

"I have been aware of the police needs hereinbefore described, for they have been pressed constantly upon me by citizens and associations, but I have been aware also that the financial ability of the city was limited and that in all departments of its service the question was not what ought to be spent, but how much the city could afford to spend.

"An offer of an increase of five regular policemen on condition that they be sent to the common I refuse, because men cannot be received into this department mortgaged to a particular use, and because, if the force were to be increased, there was far more need of the new men in many other parts of the city.

Challenged to show those needs, I present them herewith in the form of the following summary of the reports of 15 division commanders, all officers of great experience and of complete knowledge of their respective divisions:

"1.—To keep existing routes filled except for ordinary absences on account of sickness or for other lawful reasons would require 26 patrolmen in addition to the present force.

"2.—To keep existing routes filled at all times, making good such absences, would require 130 patrolmen in addition to the present force.

"3.—New routes which ought to be established in order to divide existing routes now too long, or because of increased need of protection for persons and property and the enforcement of the laws would require 84 additional patrolmen, if the routes were to be subject to ordinary absences, or 99 additional patrolmen if the routes were to be kept filled at all times.

"4.—New posts at street crossings would require nine additional patrolmen, if they were to be subject to ordinary absences, or 11 additional patrolmen, if they were to be kept filled at all times.

"5.—To keep existing routes filled except for ordinary absences on account of sickness or for other lawful reasons would require 26 patrolmen in addition to the present force.

"6.—New routes which ought to be established in order to divide existing routes now too long, or because of increased need of protection for persons and property and the enforcement of the laws would require 84 additional patrolmen, if the routes were to be subject to ordinary absences, or 99 additional patrolmen if the routes were to be kept filled at all times.

"7.—To keep existing routes filled at all times, making good such absences, would require 130 patrolmen in addition to the present force.

"8.—New routes which ought to be established in order to divide existing routes now too long, or because of increased need of protection for persons and property and the enforcement of the laws would require 84 additional patrolmen, if the routes were to be subject to ordinary absences, or 99 additional patrolmen if the routes were to be kept filled at all times.

"9.—New posts at street crossings would require nine additional patrolmen, if they were to be subject to ordinary absences, or 11 additional patrolmen, if they were to be kept filled at all times.

"10.—To keep existing routes filled at all times, making good such absences, would require 130 patrolmen in addition to the present force.

"11.—New posts at street crossings would require nine additional patrolmen, if they were to be subject to ordinary absences, or 11 additional patrolmen, if they were to be kept filled at all times.

"12.—New posts at street crossings would require nine additional patrolmen, if they were to be subject to ordinary absences, or 11 additional patrolmen, if they were to be kept filled at all times.

"13.—New posts at street crossings would require nine additional patrolmen, if they were to be subject to ordinary absences, or 11 additional patrolmen, if they were to be kept filled at all times.

"14.—New posts at street crossings would require nine additional patrolmen, if they were to be subject to ordinary absences, or 11 additional patrolmen, if they were to be kept filled at all times.

"15.—New posts at street crossings would require nine additional patrolmen, if they were to be subject to ordinary absences, or 11 additional patrolmen, if they were to be kept filled at all times.

"16.—New posts at street crossings would require nine additional patrolmen, if they were to be subject to ordinary absences, or 11 additional patrolmen, if they were to be kept filled at all times.

"17.—New posts at street crossings would require nine additional patrolmen, if they were to be subject to ordinary absences, or 11 additional patrolmen, if they were to be kept filled at all times.

"18.—New posts at street crossings would require nine additional patrolmen, if they were to be subject to ordinary absences, or 11 additional patrolmen, if they were to be kept filled at all times.

"19.—New posts at street crossings would require nine additional patrolmen, if they were to be subject to ordinary absences, or 11 additional patrolmen, if they were to be kept filled at all times.

"20.—New posts at street crossings would require nine additional patrolmen, if they were to be subject to ordinary absences, or 11 additional patrolmen, if they were to be kept filled at all times.

"21.—New posts at street crossings would require nine additional patrolmen, if they were to be subject to ordinary absences, or 11 additional patrolmen, if they were to be kept filled at all times.

"22.—New posts at street crossings would require nine additional patrolmen, if they were to be subject to ordinary absences, or 11 additional patrolmen, if they were to be kept filled at all times.

"23.—New posts at street crossings would require nine additional patrolmen, if they were to be subject to ordinary absences, or 11 additional patrolmen, if they were to be kept filled at all times.

"24.—New posts at street crossings would require nine additional patrolmen, if they were to be subject to ordinary absences, or 11 additional patrolmen, if they were to be kept filled at all times.

"25.—New posts at street crossings would require nine additional patrolmen, if they were to be subject to ordinary absences, or 11 additional patrolmen, if they were to be kept filled at all times.

"26.—New posts at street crossings would require nine additional patrolmen, if they were to be subject to ordinary absences, or 11 additional patrolmen, if they were to be kept filled at all times.

"27.—New posts at street crossings would require nine additional patrolmen, if they were to be subject to ordinary absences, or 11 additional patrolmen, if they were to be kept filled at all times.

"28.—New posts at street crossings would require nine additional patrolmen, if they were to be subject to ordinary absences, or 11 additional patrolmen, if they were to be kept filled at all times.

"29.—New posts at street crossings would require nine additional patrolmen, if they were to be subject to ordinary absences, or 11 additional patrolmen, if they were to be kept filled at all times.

"30.—New posts at street crossings would require nine additional patrolmen, if they were to be subject to ordinary absences, or 11 additional patrolmen, if they were to be kept filled at all times.

"31.—New posts at street crossings would require nine additional patrolmen, if they were to be subject to ordinary absences, or 11 additional patrolmen, if they were to be kept filled at all times.

"32.—New posts at street crossings would require nine additional patrolmen, if they were to be subject to ordinary absences, or 11 additional patrolmen, if they were to be kept filled at all times.

"33.—New posts at street crossings would require nine additional patrolmen, if they were to be subject to ordinary absences, or 11 additional patrolmen, if they were to be kept filled at all times.

"34.—New posts at street crossings would require nine additional patrolmen, if they were to be subject to ordinary absences, or 11 additional patrolmen, if they were to be kept filled at all times.

"35.—New posts at street crossings would require nine additional patrolmen, if they were to be subject to ordinary absences, or 11 additional patrolmen, if they were to be kept filled at all times.

"36.—New posts at street crossings would require nine additional patrolmen, if they were to be subject to ordinary absences, or 11 additional patrolmen, if they were to be kept filled at all times.

"37.—New posts at street crossings would require nine additional patrolmen, if they were to be subject to ordinary absences, or 11 additional patrolmen, if they were to be kept filled at all times.

"38.—New posts at street crossings would require nine additional patrolmen, if they were to be subject to ordinary absences, or 11 additional patrolmen, if they were to be kept filled at all times.

"39.—New posts at street crossings would require nine additional patrolmen, if they were to be subject to ordinary absences, or 11 additional patrolmen, if they were to be kept filled at all times.

"40.—New posts at street crossings would require nine additional patrolmen, if they were to be subject to ordinary absences, or 11 additional patrolmen, if they were to be kept filled at all times.

"41.—New posts at street crossings would require nine additional patrolmen, if they were to be subject to ordinary absences, or 11 additional patrolmen, if they were to be kept filled at all times.

"42.—New posts at street crossings would require nine additional patrolmen, if they were to be subject to ordinary absences, or 11 additional patrolmen, if they were to be kept filled at all times.

"43.—New posts at street crossings would require nine additional patrolmen, if they were to be subject to ordinary absences, or 11 additional patrolmen, if they were to be kept filled at all times.

"44.—New posts at street crossings would require nine additional patrolmen, if they were to be subject to ordinary absences, or 11 additional patrolmen, if they were to be kept filled at all times.

"45.—New posts at street crossings would require nine additional patrolmen, if they were to be subject to ordinary absences, or 11 additional patrolmen, if they were to be kept filled at all times.

ANCIENT CAPE CITY UNVEILS MEMORIAL MONUMENT FRIDAY

(Continued from Page One.)

costumes of the ladies will make a brilliant picture, with the quaint old town and the tall gray tower rising from the hill back of it for a background.

Nine battleships are riding at anchor in the land-locked harbor here. Seven other battleships are expected tonight. With dispatch boats, colliers and supply ships, a federal war fleet of 22 vessels will be here during the dedicatory ceremonies. The fighting craft are to remain here until next Monday, when one division will steam out and go to Rockport. They are to reassemble here on Aug. 13, and are to go to sea that day.

The grand stand in front of the Pilgrim monument was completed Wednesday. It will easily accommodate 2200 persons. The speakers' stand, which is placed between the monument and the grand stand, is also complete, and both stands are being decorated today. The speakers' stand accommodates about 200 persons.

Chairman C. Austin Cook of the Provincetown board of selectmen and Reuben Kelley, chief of the Provincetown department of police, are the two men who will be directly responsible for caring for the crowds expected on Friday. Both have been busy all week swearing in additional policemen and making every preparation for handling the crowds.

No two men in Provincetown will attract more attention from visitors than the two town criers. A town crier is one of the oldest New England institutions. Nantucket still has a town crier, but Provincetown has two. These are Walter T. Smith and George W. Ready. Mr. Smith has been a town crier for 18 years. Mr. Ready has a longer record. The chief requisites for a town crier is to know everything and everybody, and to have a good voice. There is great rivalry between the two town criers. But both have a host of followers.

On Friday both criers will have bigger audiences than they have ever yet known in their long careers. They answer the purpose of newspaper "extras." They make everything known before any newspaper could get to press. They will announce the approach of the warships and the landing of President Taft, who will also arrive on a new Mayflower.

Practically all of the Massachusetts congressional delegation will attend the ceremonies. Dr. Charles W. Eliot, orator of the day, becomes the guest of Edwin A. Grozier at the latter's summer home here.

The dedication banquet will be given in the town hall immediately after the exercises on the hill. The after dinner speakers will include President Taft, Gov. Eben S. Draper, Senator Henry Cabot Lodge, Congressman James L. McCleary and Arthur Lord of Plymouth. A dedication bell will be given in the town hall in the evening.

Giving a touch of historic color to the whole is to be the presence of a large delegation from Boston, representing the United Order of Pilgrim Fathers, attired in the quaint costume of the Pilgrims, bell-crowned hat, knee-breeches and buckled shoes.

The monument represents the patriotic efforts of the Cape Cod Pilgrim Memorial association, of which J. Henry Sears of Brewster is president. It cost nearly \$100,000, of which the national government appropriated \$40,000, the Massachusetts legislature \$25,000, the town of Provincetown \$5000, while the remainder was contributed by various patriotic and historical organizations and public spirited citizens.

The monument is to serve the double purpose of a patriotic memorial and a beacon to mariners. The shaft is 17 feet square inside, from the base to the lantern tower platform, which is 210.8 feet above the base. The lantern tower measures 15 feet inside and 19 feet outside. The tower tapers from 27 feet at the base to 23 feet at the lantern tower platform. The platform is reached by an inclined plane instead of steps. The shaft is lighted electrically inside. The monument towers to a height of 252 feet above the hill on which it stands, or about 310 feet above sea level, and is the first landmark seen by watchers on vessels approaching Cape Cod. The cornerstone of the shaft was laid by President Roosevelt Aug. 20, 1907.

Provincetown bases its title to the right to be the site of this Pilgrim memorial upon the fact that the Mayflower with its little band of exiles made a stop of a month in the harbor here, and it was here, in the cabin of the Mayflower, that the famous "cabin pact" was drawn up and signed at the first town meeting ever held in New England. It was from Provincetown that the expedition was sent out which located the harbor which they had decided was to be the site for their permanent settlement. This harbor was found by reference to the chart made by Capt. John Smith in 1616 to be at the place which he had named "Plymouth."

Active work was begun on the construction of the monument in June, 1908, when, in the presence of the officers of the Cape Cod Pilgrim Memorial Association the first stone after the corner-stone was laid. The building was done under the direction of Lieut.-Col. Edward Burr, the army district engineer, who was stationed in Boston until quite recently. In perfecting the preliminary arrangements to make the ceremony a success a committee of the citizens of Provincetown has cooperated with the officers of the Cape Cod Pilgrim Memorial Association.

FRUIT GROWERS OPPOSE FREIGHTS

WASHINGTON—The Virginia fruit growers exchange, made up of fruit growers of Virginia and West Virginia, have filed with the interstate commerce commission a complaint against the Baltimore & Ohio, the Norfolk & Western, the Western Maryland, and the Cumberland Valley railroads.

The complaint alleges that on Aug. 1 these carriers made an increase of 20 per cent in the freight rates on complaints products, particularly on peaches and apples. The complaint asks the commission to suspend the increased rates pending an investigation.

OKLAHOMA BRIBERY INQUIRY IS STARTED TODAY AT MUSKOGEE

MUSKOGEE, Okla.—When the special committee appointed by the House of Representatives to investigate what are known as the McBryar contracts with the Choctaw and Chickasaw Indians, involving a sale of land estimated to be worth \$30,000,000, convened today, Senator T. P. Gore announced he was prepared to give additional details to the charge of attempted bribery which were made in the United States Senate on June 24. Senator Gore said he was ready to name the individual, who he said, offered himself and a member of the House each \$25,000 to withdraw all opposition to a scheme whereby \$3,000,000 would be paid for "attorneys' fees."

This latter sum, he had previously declared, represented 10 per cent of an amount which a New York syndicate was prepared to pay for coal and asphalt lands now belonging to the Indians. The 10 per cent, or \$3,000,000, was to be paid in conformity with contracts made individually with 10,000 Indians, provided the contracts would receive the approval of Congress. It was with the purpose of having the contracts approved and thus diverting the 10 per cent into the hands of certain attorneys, Senator Gore declared, that the bribe was offered him to have withdrawn any legislation which would invalidate the contracts.

"As a matter of fact," Senator Gore said today, previous to the opening of the investigation, "the government already had guaranteed to sell the lands for the Indians without the expense of any attorneys' fees, and it would be absurd of Congress to sanction the McBryar contracts."

The land involved includes 450,000 acres in the Choctaw and Chickasaw nation and according to the geological survey the mineral deposits therein are worth \$160,000,000. J. F. McMurtry, an attorney of McAlester, Okla., announced through his counsel that he would contend that the contracts were valid without the sanction of Congress and that he was unaware of any bribery having been offered in their connection. It is the purpose of the committee, according to Congressman Charles S. Burke of South Dakota, the chairman, to visit various parts of Oklahoma to take evidence on Senator Gore's charges.

PATRICK CALHOUN SCORED BY COURT

SAN FRANCISCO—Judge Lawlor today continued until Aug. 29 the case of Patrick Calhoun, president of the United railroads of San Francisco. The judge read a diatribe from the bench seeking to convey the impression that Mr. Calhoun was responsible for the absence of James Gallagher, and further that Mr. Calhoun was a party to the plot to dynamite the Gallagher residence. The judge admitted that there was no legal evidence to support his charges.

A. Moore, Stanley Moore and J. J. Barrett, three of Mr. Calhoun's lawyers, severally denounced the action of Judge Lawlor, who therupon adjudged them guilty of contempt of court and sentenced them to be confined for five days in jail. Mr. Calhoun took exception to the action of the judge, who hurriedly left the bench without making reply. Subsequently the judge revised his decision against the three lawyers and left their cases open until Monday.

SPANISH FACTION CLASH REPORTED

BARCELONA—The first serious clash that has occurred as a result of the government's split with the Vatican took place here today between a number of Carlists, adherents of Don Jaime, the pretender, and a group of Republicans. A fierce fight was in progress when the police arrived and dispersed the combatants. A half dozen men were wounded.

MANCHESTER GROCERS ON OUTING

The passenger department of the Boston & Maine provided the Grocers Association of Manchester, N. H., with three special trains to Boston and return today for the observance of their annual excursion and field day.

HONOR TECH ARCHITECT.

Prof. Desire Despradelle of the Massachusetts Institute of Technology architectural department has been elected corresponding member of the Academie des Beaux-Arts in the place of Whitney Warren.

SOMERVILLE OUTING TONIGHT.

About 50 present and former members of the Somerville city government will leave tonight for their fifth annual outing at Nantasket, under the leadership of Walter A. Dow.

HERR HAMMANN REAL POWER IN GERMANY'S FOREIGN RELATIONS

BERLIN—Despite the assumption of office Tuesday by Herr Kiderlin-Waeche, the new secretary of state for foreign affairs, the real power in Germany's foreign policy will continue to be a former newspaper man, Privy Councillor Hammann, now the senior member of the permanent staff of the foreign office.

Herr Hammann, who is a man of the highest academic education and possesses the degree of doctor of laws, was an obscure newspaper man 17 years ago when he attracted the attention of the imperial chancellor of that time, General Caprivi, by a pamphlet on the best methods of combating the growth of socialism in Germany. General Caprivi was so impressed with this article that he appointed Herr Hammann to control the press department of the German foreign office.

This department is for the purpose of enabling Germany to keep a close grip on both the German and foreign press. Herr Hammann saw in his new work his opportunity, and in the 17 years that he has held the post he has grown into a position of influence second only to that of the Kaiser himself. He is the man "behind the scenes" in all of Germany's political moves.

It is an open secret that Herr Hammann brought about the withdrawal of Baron von Schoen, who preceded Herr Kiderlin-Waeche as foreign secretary, and virtually forced the latter's elevation at the next session of Congress to create a pension system for employees long in the service.

These are only a few of the reforms that are to be instituted. Some are to be effected by executive order and they will be put into effect at the earliest possible moment. The remainder will be submitted to Congress.

FILIPINOS GREET WAR SECRETARY

MANILA—Jacob M. Dickinson, United States secretary of war, and his party have had some remarkable experiences in the mountains. They have made their journeys on horseback, in jinrikishas and sedan chairs and have been enthusiastically received by the natives everywhere.

Two hundred and fifty armed Ifugao tribesmen in their regalia and arms escorted the party during their stay in Bontoc. Primitive dances, the tribesmen being dressed in barbaric costumes, have been witnessed by the party, and in their visits unprecedent assemblages of natives have turned out to give welcome.

ROAD POOLING DISALLOWED.

COLUMBUS, O.—Judge Sater of the United States district court rendered an opinion Wednesday in the case of Ralph E. Westfall vs. the Hocking Valley and the Chesapeake & Ohio railroad companies to the effect that the railroad attorneys cannot establish common ownership of the Kanawha & Michigan, the Hocking Valley and the Chesapeake & Ohio of natives have turned out to give welcome.

NEW YORK—The land involved includes 450,000 acres in the Choctaw and Chickasaw nation and according to the geological survey the mineral deposits therein are worth \$160,000,000. J. F. McMurtry, an attorney of McAlester, Okla., announced through his counsel that he would contend that the contracts were valid without the sanction of Congress and that he was unaware of any bribery having been offered in their connection. It is the purpose of the committee, according to Congressman Charles S. Burke of South Dakota, the chairman, to visit various parts of Oklahoma to take evidence on Senator Gore's charges.

Practically all of the Massachusetts congressional delegation will attend the ceremonies. Dr. Charles W. Eliot, orator of the day, becomes the guest of Edwin A. Grozier at the latter's summer home here.

The dedication banquet will be given in the town hall immediately after the exercises on the hill. The after dinner speakers will include President Taft, Gov. Eben S. Draper, Senator Henry Cabot Lodge, Congressman James L. McCleary and Arthur Lord of Plymouth. A dedication bell will be given in the town hall in the evening.

Giving a touch of historic color to the whole is to be the presence of a large delegation from Boston, representing the United Order of Pilgrim Fathers, attired in the quaint costume of the Pilgrims, bell-crowned hat, knee-breeches and buckled shoes.

The monument represents the patriotic efforts of the Cape Cod Pilgrim Memorial association, of which J. Henry Sears of Brewster is president. It cost nearly \$100,000, of which the national government appropriated \$40,000, the Massachusetts legislature \$25,000, the town of Provincetown \$5000, while the remainder was contributed by various patriotic and historical organizations and public spirited citizens.

The monument is to serve the double purpose of a patriotic memorial and a beacon to mariners. The shaft is 17 feet square inside, from the base to the lantern tower platform, which is 210.8 feet above the base. The lantern tower measures 15 feet inside and 19 feet outside. The tower tapers from 27 feet at the base to 23 feet at the lantern tower platform. The platform is reached by an inclined plane instead of steps. The shaft is lighted electrically inside. The monument towers to a height of 252 feet above the hill on which it stands, or about 310 feet above sea level, and is the first landmark seen by watchers on vessels approaching Cape Cod. The cornerstone of the shaft was laid by President Roosevelt Aug. 20, 1907.

Provincetown bases its title to the right to be the site of this Pilgrim memorial upon the fact that the Mayflower with its little band of exiles made a stop of a month in the harbor here, and it was here, in the cabin of the Mayflower, that the famous "cabin pact" was drawn up and signed at the first town meeting ever held in New England. It was from Provincetown that the expedition was sent out which located the harbor which they had decided was to be the site for their permanent settlement. This harbor was found by reference to the chart made by Capt. John Smith in 1616 to be at the place which he had named "Plymouth."

Active work was begun on the construction of the monument in June, 1908, when, in the presence of the officers of the Cape Cod Pilgrim Memorial Association the first stone after the corner-stone was laid. The building was done under the direction of Lieut.-Col. Edward Burr, the army district engineer, who was stationed in Boston until quite recently. In perfecting the preliminary arrangements to make the ceremony a success a committee of the citizens of Provincetown has cooperated with the officers of the Cape Cod Pilgrim Memorial Association.

WASHINGTON-TORONTO ROAD.

NIAGARA FALLS, N.Y.—The national good roads congress while in session here adopted a resolution favoring the building of an international boulevard at Nantasket, under the leadership of Walter A. Dow.

GOVERNMENT TODAY BEGINS THE TASK OF MODERNIZING WORK

WASHINGTON—The gigantic task of establishing modern business system in the government departments was begun today.

A century of cumbersome and costly but honorable precedent is to be torn away if President Taft can carry out his intentions. The preparations of the scheme were begun with an investigation into methods of operation in the treasury department by Arthur Young & Co., one of the four firms of business experts instructed by President Taft to study conditions in the departments.

From a general size-up of the situation it was stated today that the following are some of the elementary reforms which will probably be attempted:

The consolidation of all buying under one bureau, with the creation of a purchasing division for all the departments, so that each department in the future will order through a requisition upon this division, which will be conducted upon a businesslike system.

The creation of a "routing bureau" to facilitate the transfer of supplies from one part of the country to another and to ensure the cheapest and shortest routing for government goods.

The establishment of a record of service and efficiency for all clerks. This will be a forerunner of the elimination of inefficient clerks and a movement at the next session of Congress to create a pension system for employees long in the service.

These are only a few of the reforms that are to be instituted. Some are to be effected by executive order and they will be put into effect at the earliest possible moment. The remainder will be submitted to Congress.

SENATOR DECLINES TO DENY OR AFFIRM BALLINGER RUMORS

CHICAGO—Senator W. Murray Crane, who is said to have come West for the purpose of intimating to Secretary of the Interior Ballinger that the secretary's resignation from the cabinet would be to the interest of the Republican party, returned East Wednesday. He refused either to deny or confirm the report that he had asked Secretary Ballinger for his resignation.

It developed Wednesday that both the secretary and the senator were in the same hotel Tuesday, and it is believed that another conference was held between them.

Secretary Ballinger left for Seattle Tuesday night, after declaring he would not resign. Senator Crane before leaving for the East Wednesday was asked if he had requested Secretary Ballinger's resignation. He said:

"I came West on a mission. I have been to Minneapolis and am now returning home. I saw Mr. Ballinger there, but it was not by appointment. We simply talked of general matters."

Pressed for further information, he declined to say anything more regarding the reports current about his interview with the secretary.

GROUND IS BROKEN TODAY FOR RAILWAY TO POINT SHIRLEY

Ground was broken at 8:30 a.m. today at Shirley street, Winthrop, for the new Point Shirley street railway, the first to lay tracks in that historic town. Protest on the part of the older inhabitants recently failed. The new road will be 2½ miles long and will be in operation from Winthrop Center to Point Shirley.

The cars, which are now ready for service, will be of a pattern entirely new in this country, for they will be propelled by motive power generated in the car, an invention of Herbert Ridge, son of the president of the new road. The initial trip will see the discontinuance of the old bus service.

MARKETMEN ON AN OUTING.

PORTLAND, Me.—The Lewiston and Auburn Association of marketmen and their friends, numbering 600, went to Peaks island Wednesday on their annual excursion. It was the thirty-fifth and largest outing of the association.

W. G. WEBBER PASSES AWAY.

WALLACE G. Webber of Bedford, widely known in business and financial circles and one of the most prominent residents of Middlesex county, passed away at his summer home at Wareham Wednesday night.

MILITIA FIRE GREAT GUNS.

PORTLAND, Me.—The militia on a tour of duty at the state forts here were given instruction in working the great guns Wednesday and today they are handling the guns themselves.

ATTEMPT TO ROB IS CHARGED.

William Johnson of 9 Prince street, Cambridge, was held in \$800 for the grand jury Wednesday in the Roxbury court on the charge of assault with attempt to rob Hyman Wyner of Minden Eliot, Me.

INSPECT CRUISE TODAY.

A board of state naval officers today met and finished an inspection of the United States S.S. Chicago. They will report to Governor Draper.

AEROPLANE FOR MILITIA CAMP.

PINE CAMP, N. Y.—An aeroplane has arrived here for the use of the first company, signal corps, New York city.

OLD COLONY GROCERS OUTING.

The Old Colony Grocers Association held its annual outing at Bass Point, Wednesday. About 500 persons were present.

CITY FAMILIES FOR COUNTRY.

Under the auspices of the City Mix-Society, a happy party of 41 mothers and children left the North station Wednesday afternoon for a two weeks' vacation at Rosemary cottage, Eliot, Me.

ATTEMPT TO ROB IS CHARGED.

William Johnson of 9 Prince street,

Cambridge, was held in \$800 for the grand jury Wednesday in the Roxbury court on the charge of assault with attempt to rob Hyman Wyner of Minden Eliot, Me.

</

Stocks Fluctuate Narrowly, Closing Featureless

BONDS

UNCERTAIN TONE IS MANIFESTED IN SECURITIES

Stocks Sell Off Early, Then Rally and Price Movements Continue Very Irregular and in Narrow Channel.

BOSTON IS QUIET

The absence of further covering of shorts and without particular support from any direction the bears made a fresh attack upon securities at the opening of the New York market this morning. The rally toward the close of yesterday's session was principally due to the covering of shorts and the further elimination of this element afforded an opening for another display of bear energy. Active issues opened about 3% below last night's closing figures, and after declining further quickly rallied again and at the end of the first 15 minutes were back at the opening prices and in some cases fractionally above the opening.

The local market followed rather closely the trend of Wall street quotations, but trading was not heavy.

Business in New York was of smaller volume than for several days past. During the forenoon session prices continued to sag and although the tone was heavy there was no particular pressure in any direction. United States Steel seemed to be for sale in liberal quantities whenever wanted. It opened off 3% at 67% and it eased off further to 67 before noon. Union Pacific opened up 3% at 161% and lost 1% before midday. Northern Pacific opened off 3% at 112%. After advancing a point it again eased off.

Reading was off 3% at the opening at 136. After improving to 130% it sold off over a point. New York Central opened unchanged at 110% and lost a good fraction during the first half of the session. Atchison opened off 3% at 96, recovered and then sold off once more. Amalgamated Copper was weak. It opened off 3% at 62% and after improving to 62% sold off under 61. Chesapeake & Ohio opened off 3% at 70%, improved to 70% and sold off a point. Great Northern Ore opened up 3% at 51% and went to 53.

Superior & Pittsburg attracted a little attention on the local market. While other issues were inclined to be weak it opened unchanged at 10% and improved a point. Lake Copper opened off 3% at 33% and after declining 3% further recovered to last night's closing price. Allouez was off a point at 38. Price changes of other issues were mainly fractional.

LONDON—Security markets dull in the late dealings. Gold edged issues showed no rallying power, being adversely influenced by the return of the Bank of England, which was not as good as had been expected.

Americans were sluggish and without support on the curb. Canadian Pacific was depressed because of liquidation from Brussels of commitments of a member of the Pearson syndicate, the account being closed out today. Selling for the same source caused weakness in Mexican shares as well as in industrial and oil stocks. Rio Tinto reacted 1% from best to 66%. Paris and Berlin bourses were firm.

NEW MEXICAN CENTRAL RAILWAY

MEXICO CITY, Mex.—Evaristo Madero of Monterrey and associates, who obtained a concession for the construction of about 350 miles of railroad in Central Mexico, have organized the Mexican Central Railway Company, to carry out the project. The company has floated a bond issue of \$27,000,000 in Paris to construct and equip the new road. The road will traverse the rich Cedras hacienda of 2,000,000 acres, on which the guayacan shrub from which crude rubber is made grows profusely.

THE PHILADELPHIA LOAN.

PHILADELPHIA—Subscriptions have all been paid for the \$5,000,000 city loan sold over the counter. Oversubscription was \$3,200,600.

Weather Predictions

UNITED STATES WEATHER BUREAU PREDICTION FOR BOSTON AND VICINITY. Thursday, Aug. 4, unsettled, followed by showers during night or Friday; light south to west winds.

WASHINGTON—The U. S. weather bureau predicts scattered rain for New England. Showers, Thursday night and probably Friday; cooler Friday, except in eastern Maine; moderate south winds, shifting to west Friday.

TEMPERATURE TODAY.

8 a.m. 70° 12 a.m. 70.124.
Average temperature yesterday 70.124.

IN OTHER CITIES.

Newark 74; St. Louis 86; Chicago 86; New York 74; St. Paul 74; Washington 72; St. Bismarck 70; Kansas City 84; New Orleans 50; Portland, Ore. 50.

ALMANAC FOR TOMORROW.

Sun rises 5:40 Moon sets 7:00 High water 11:37 p.m.

NEW YORK STOCKS

NEW YORK—The following are the transactions on the New York Stock Exchange, giving the opening, high, low and last sales today:

	Last	Open	High	Low	Sale.
Amalgamated	62	62	62	60	62
Am Ag Chem.	41 1/2	42 1/2	41 1/2	41 1/2	41 1/2
Am Beet Sugar	29 1/2	29 1/2	29 1/2	29 1/2	29 1/2
Am Can	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2
Am Car pf.	65 1/2	65 1/2	65 1/2	65 1/2	65 1/2
Am Car & Foun.	45	45	44 1/2	45	45
Am C & F pf.	109	109	109	109	109
Am Cotton Oil	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2
Am H & L pf.	26	26	25 1/2	25 1/2	25 1/2
Am Ice	19	19	18 1/2	18 1/2	18 1/2
Am Linseed Oil	11	11	11 1/2	11 1/2	11 1/2
Am Locomotive	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2
Am Mail	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2
Am Mining	65 1/2	65 1/2	65 1/2	65 1/2	65 1/2
Am S & R pf.	101	101	101	101	101
Am Sugar	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2
Am Tel. & Tel.	131 1/2	131 1/2	131 1/2	131 1/2	131 1/2
Am Woolen pf.	28	28	28	28	28
Am Woolens pf.	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
Anacrusis	38 1/2	38 1/2	38 1/2	38 1/2	38 1/2
Anderson	96	96	95 1/2	95 1/2	95 1/2
Atchison	58 1/2	58 1/2	58 1/2	58 1/2	58 1/2
Atchison Line	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Balt & Ohio	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2
Brooklyn Transit	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2
Canadian Pacific	185	185	185	185	185
Central Leather	33	33	32 1/2	33	33
Ches. & Ohio	70 1/2	70 1/2	69 1/2	70 1/2	70 1/2
Chicago & Alton	27	27	27	27	27
Chi & Gt. West (n)	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2
Chi & Gt. W pf.	41	41	41	41	41
Colorado Fuel	28	28	26 1/2	27 1/2	28
Col Southern 1st pf.	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2
Consol Gas	126 1/2	127 1/2	125 1/2	126 1/2	126 1/2
Contd. & Grand...	28	28	28	28	28
Eric	23 1/2	24 1/2	23 1/2	23 1/2	23 1/2
Eric 1st pf.	38 1/2	38 1/2	38 1/2	38 1/2	38 1/2
Eric 2d pf.	30	30	30	30	30
Great Nor pf.	122 1/2	123 1/2	122 1/2	122 1/2	122 1/2
Nor. Ore	51 1/2	53	51 1/2	52	52
Harvester	87	88	87	88	88
Harvester pf.	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2
Illinoian Central	127 1/2	127 1/2	127 1/2	127 1/2	127 1/2
Inter-Met	16	16	15 1/2	16	16
Inter-Met pf.	45 1/2	45 1/2	44 1/2	45 1/2	45 1/2
Int Pump	40	40	39	39	39
Int Pump pf.	80	80	80	80	80
Int. Water (n)	16	16	16	16	16
Kan City So pf.	60	60	60	60	60
Kansas & Texas	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2
Kan & Tex. pf.	11 1/2	12	11 1/2	12	12
Laclede Gas	95 1/2	96	94 1/2	96	95 1/2
Long Island	60 1/2	61	60 1/2	61	60 1/2
Lord & Nash	137 1/2	137 1/2	137 1/2	137 1/2	137 1/2
Min. & St. Louis	124 1/2	125 1/2	124 1/2	124 1/2	124 1/2
Missouri Pacific	124	124	123 1/2	124	124
Missouri Pacific Co.	101	101	101	101	101
Nat Rubber pf.	120 1/2	120 1/2	120 1/2	120 1/2	120 1/2
Nat. Lead	49	50	49 1/2	50	49 1/2
Nevada Cons Cop.	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2
N.Y. Central	110 1/2	110 1/2	109 1/2	110 1/2	110 1/2
Northern Pacific	112 1/2	114 1/2	112 1/2	114 1/2	114 1/2
North American	65	65	65 1/2	65	65 1/2
Northwestern	142	142	142	142	142
Ontario & Western	39 1/2	39 1/2	39 1/2	39 1/2	39 1/2
Pacific T & T	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2
Pennsylvania	127 1/2	128 1/2	127 1/2	128 1/2	127 1/2
People Gas	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
Pittsburg Coal	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2
Pressed Steel Car	32	32	32	32	32
Reading	136	137 1/2	135 1/2	136	136
Reading 2d pf.	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2
Repulse Steel	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2
Rock Island	29 1/2	29 1/2	28 1/2	29 1/2	29 1/2
Rock Island pf.	61	61	61	61	61
Southern Railway	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2
Southern Ry pf.	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2
St L & S 2d pf.	36 1/2	36 1/2	36 1/2	36 1/2	36 1/2
St Paul	121 1/2	121 1/2	121 1/2	121 1/2	121 1/2
St Paul pf.	146 1/2	146 1/2	146 1/2	146 1/2	146 1/2
Tennessee Copper	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2
Third Avenue	7 1/2	8	7 1/2	8	7 1/2
Toledo, St L & W...	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2
Toledo, St L & W pf	45 1/2	45 1/2	45 1/2	45 1/2	45 1/2
Twins City Cap. Tr.	106 1/2	106 1/2</			

Latest Market Reports

Produce Quotations

Shipping

MERCHANT FURNACES HAVE DIFFICULTY SELLING OUTPUT

Many Steel Companies Find It No Longer Necessary to Procure Iron From Outside Sources and Prices in Some Instances Have Declined Below Cost.

NEW YORK—The tendency of the iron market has been downward since the first of the year. In many cases prices have been reduced to a level below cost of production. It is because of this that any action taken by blast furnace companies looking toward passing or cutting of dividends cannot be regarded as a true barometer of actual steel conditions. It is generally known that the merchant furnaces have been having a hard time the last few years. In other words, the blast furnace companies up to a few years ago looked upon the steel companies as one of the main sources of output for their products.

Now that the majority of the steel mills do not find it necessary to acquire iron from outside companies, the merchant furnaces are experiencing difficulty in disposing of their output in periods of reaction. As an example, the United States Steel Corporation for several years after organization purchased from \$500,000 to 1,000,000 tons a year from the merchant furnaces. Having increased its furnace capacity it is now practically independent as to iron supplies.

Early this year the corporation purchased in the neighborhood of 30,000 tons of iron, but the main object of this transaction was to help out the furnace companies. But instead of stimulating the trade, prices have receded still further, until the majority of the blast furnace companies were compelled to shut down, either because there was no profit, or no demand from consumers.

So far as the steel companies are concerned, business will have to fall off materially before gossip bearing upon reduced dividends would be warranted.

As a matter of fact, several of the large steel companies are paying no dividends, although earnings in the first half would justify disbursements to shareholders. This applies to Bethlehem Steel Corporation, which earned at the rate of 16 per cent a year for the preferred stock in the first half of 1910, and Lackawanna Steel Company, which for the quarter ended June 30 showed net profits at the rate of \$4,431,000 a year, equivalent to 12.8 per cent on the capital stock.

The Steel Corporation showed a surplus available for common dividends in the second quarter of 4 per cent, at the rate of 10 per cent a year. The corporation not only earned the 5 per cent for the full year on the common in the first half, but 2½ per cent additional. The Pennsylvania, Jones & Laughlin and

TRAFFIC GAIN ON THE GOULD LINES CAUSES SURPRISE

Ability to Handle Freight More Expeditiously Has Brought Properties More Business and More Revenue

STRONG ALLIANCES

NEW YORK—No little surprise has been felt at the consistent improvement in gross of the Gould roads. Few railroads can point to better comparative results, particularly on Wabash, Missouri Pacific and Denver & Rio Grande, extending from Buffalo to Salt Lake.

Missouri Pacific increased gross \$6,639,000, or 14.4 per cent, compared with the fiscal year 1909. Wabash gained \$2,717,000, or 10.5 per cent, and Denver \$2,566,000, or 12.5 per cent. All three have in the past year improved their operating facilities by enlarging maintenance, and betterment work has been done from funds available from sales of securities.

There is a reason for the improved showing. Not only have the properties been able to handle traffic with greater facility, but their ability to do so has secured better and higher revenue producing traffic than in years. Today the company is handling traffic which a few years ago would have been a waste of time to go after, so different was the service rendered. In addition, within the past few years offensive and defensive traffic alliances have been entered into with other strong roads which have turned out of great advantage.

This change is evidenced by the present showing on through traffic from the Atlantic seaboard. Where a few years ago this was solicited in desultory manner and averaged less than one carload a day out of New York, or perhaps 500 tons per month, the company is now forwarding more than 3500 tons a month and has traffic alliances with five of the largest all-rail or water-and-rail lines.

Negotiations are in progress looking toward a still stronger alliance with one of the largest eastern trunk lines for through freight service from coast to coast, via Western Pacific. Furthermore, the Gould lines are working in harmony with both Rock Island and Burlington on interchange traffic to and from the Pacific coast.

Western Pacific in solicitation of business is to be considered a free lance so far as Missouri Pacific and Wabash are concerned. On business secured to the coast over Denver's and its own lines Rock Island and Burlington are to receive equal consideration with Missouri Pacific to Denver and Pueblo. This is in line with an agreement made with the Goulds by these two roads when control of Denver was taken over.

What the new transcontinental alliance involving Wabash, Missouri Pacific and Denver-Western Pacific will bring forth is largely problematical at this time. True it is that new interests in the management of the Gould properties should work out to their benefit. Since Kuhn, Loeb & Co. interests have become the Gould backers a new era has opened in the management of these properties. Some Harriman methods have been introduced. Efforts have been made to improve the properties rather than to pay dividends. Kuhn-Loeb interests have evolved plans for rehabilitation calling for expenditures of many millions in the next few years. It is further asserted that for some time every dollar of surplus revenues will be put back into the property. The budget for the coming year is said to be large.

BOARD DECIDING ON NAVAL VALUES

PHILADELPHIA—A naval board, headed by Rear Admiral Thomas at the Philadelphia navy yard is passing upon the value of three cruisers which only a few years ago were the undisputed leaders in their classes. The vessels are the armored cruiser Brooklyn and the protected cruisers Columbia and Minneapolis. The three cost over \$8,500,000, exclusive of their armament.

The Columbia and the Minneapolis, in the opinion of officers at the yard, are in bad shape. The Brooklyn, Admiral Schley's flagship in the Spanish-American war, which played an active part at Santiago, is in better condition and is more likely to be ordered overhauled and modernized. The value of several old monitors, including the Miantonomah, which also took part in the Spanish war, will likewise be decided.

PHILADELPHIA STOCKS.

PHILADELPHIA—American Railways 42, Bell Telephone 116, Cambria Steel 41%, Electric Co. Am. 11½, Gen. Asphalt pf. trc. 7½, Lehigh Nav. trc. 89½, Lehigh Val. 74½, Pennsylvania Steel 65, Pennsylvania Steel pf. 105½, Philadelphia Co. 43, Philadelphia Co. pf. 42½, Philadelphia Electric 14%, Philadelphia Rapid T. 18, Philadelphia Tract. 83, Union Tract. 43, United Gas Imp. 81½.

Transpacific Sailings.

WESTBOUND.
Sailings from San Francisco.
*U. S. Army transport Sheridan, for Honolulu and Manila. Aug. 5
*Marquette, for Manila. Aug. 6
Cedric, for New York. Aug. 6
Lusitania, for New York. Aug. 6
Influenza, for Boston. Aug. 6
Campania, for New York. Aug. 6
Zealand, for Boston. Aug. 6
Haverford, for Philadelphia. Aug. 6
Empress of Britain, for Liverpool. Aug. 6
Dominion, for Liverpool. Aug. 6
Westbound.
Sailings from Liverpool.
Lake Manitoba, for Montreal. Aug. 4
Megantic, for Montreal. Aug. 4
Cedric, for New York. Aug. 4
Lusitania, for New York. Aug. 4
Influenza, for Boston. Aug. 4
Campania, for New York. Aug. 4
Zealand, for Boston. Aug. 4
Empress of Britain, for Liverpool. Aug. 4
Dominion, for Liverpool. Aug. 4
Westbound.
Sailings from Liverpool.
Lake Champlain, for Bristol. Aug. 4
Royal George, for Liverpool. Aug. 4
Laurentian, for Liverpool. Aug. 4
Empress of Britain, for Liverpool. Aug. 4
Canaria, for Liverpool. Aug. 4
Lake Manitoba, for Liverpool. Aug. 4
Royal Edward, for Bristol. Aug. 4
Empress of Britain, for Liverpool. Aug. 4
Dominion, for Liverpool. Aug. 4
Westbound.
Sailings from Liverpool.
Lake Manitoba, for Montreal. Aug. 4
Megantic, for Montreal. Aug. 4
Cedric, for New York. Aug. 4
Lusitania, for New York. Aug. 4
Influenza, for Boston. Aug. 4
Campania, for New York. Aug. 4
Zealand, for Boston. Aug. 4
Haverford, for Philadelphia. Aug. 4
Empress of Britain, for Liverpool. Aug. 4
Dominion, for Liverpool. Aug. 4
Westbound.
Sailings from Liverpool.
Lake Manitoba, for Montreal. Aug. 4
Megantic, for Montreal. Aug. 4
Cedric, for New York. Aug. 4
Lusitania, for New York. Aug. 4
Influenza, for Boston. Aug. 4
Campania, for New York. Aug. 4
Zealand, for Boston. Aug. 4
Haverford, for Philadelphia. Aug. 4
Empress of Britain, for Liverpool. Aug. 4
Dominion, for Liverpool. Aug. 4
Westbound.
Sailings from San Francisco.
*U. S. Army transport Sheridan, for Honolulu and Manila. Aug. 5
*Marquette, for Manila. Aug. 6
Cedric, for New York. Aug. 6
Lusitania, for New York. Aug. 6
Influenza, for Boston. Aug. 6
Campania, for New York. Aug. 6
Zealand, for Boston. Aug. 6
Haverford, for Philadelphia. Aug. 6
Empress of Britain, for Liverpool. Aug. 6
Dominion, for Liverpool. Aug. 6
Westbound.
Sailings from San Francisco.
Tenby, Man., for China and Japan. Aug. 10
Magnolia, for Manila. Aug. 9
Von Hindenburg, for Manila. Aug. 10
Sailings from Honolulu. Aug. 10
Tenby, Man., for China and Japan. Aug. 10
Sierra, for Honolulu. Aug. 10
Orient, for Apia, Auckland and Sydney. Aug. 10
Korea, for China and Japan, via Honolulu and Manila. Aug. 23
Lurline, for Honolulu. Aug. 23
U.S. mail. Aug. 23

EASTBOUND.
Sailings from New York.
*La Touraine, for Harb'r. Aug. 4
Heller, Olav, for Copenhagen. Aug. 4
Uthonia, for Mediterranean ports. Aug. 4
Uthoria, for Northern ports. Aug. 4
Taormina, for Mediterranean ports. Aug. 4
Prinz Friedrich Wilhelm, for Prussia. Aug. 4
Bremen, for Scandinavia. Aug. 4
*Louis, for Scandinavia. Aug. 4
Vanderland, for Dover and Antwerp. Aug. 4
Minne, for London. Aug. 4
Raith, for Liverpool. Aug. 4
Bremen, for Rotterdam. Aug. 4
California, for Mediterranean ports. Aug. 4
Hamberg, for Mediterranean ports. Aug. 4
Duisburg, for Hamburg. Aug. 4
Kaiser Wilhelm der Grosse, for Bremen. Aug. 4
Occident, for Mediterranean ports. Aug. 4
Parthenon, for Liverpool. Aug. 4
President Lincoln, for Hamburg. Aug. 4
Cretic, for Mediterranean ports. Aug. 4
Dreigraf, for Harv'r. Aug. 4
Venexia, for Mediterranean ports. Aug. 4
Barbarossa, for Bremen. Aug. 4
Amerika, for Hamburg. Aug. 4
Mittel, for London. Aug. 4
Prinzess Irene, for Mediterranean ports. Aug. 4
Furnessia, for Glasgow. Aug. 4
New York, for Antwerp. Aug. 4
Celtic, for Liverpool. Aug. 4
Sailings from London. Aug. 4
Lancaster, for Rome. Aug. 4
Minnetonka, for New York. Aug. 4
Minneiska, for New York. Aug. 4
Minnewaska, for New York. Aug. 4
Minneapolis, for New York. Aug. 4
Sailings from Southampton. Aug. 4
Majestic, for New York. Aug. 4
Adriatic, for New York. Aug. 4
Teutonic, for New York. Aug. 4
Oceanic, for New York. Aug. 4
Majestic, for New York. Aug. 4
Sailings from Glasgow. Aug. 4
Numidian for Boston. Aug. 4
Columbia, for New York. Aug. 4
Athena, for New York. Aug. 4
Pamela, for New York. Aug. 4
Duke of York, for New York. Aug. 4
Furnessia, for New York. Aug. 4
Bostonian, for Boston. Aug. 4
Sailings from Bristol. Aug. 4
Royal Edward, for Montreal. Aug. 4
Royal George, for Montreal. Aug. 4
Sailings from Hamburg. Aug. 4
Cincinnati, for New York. Aug. 4
Pennsylvania, for New York. Aug. 4
Kaiserin Auguste Victoria, for N.Y. Aug. 4
Bucher, for New York. Aug. 4
Bremen, for New York. Aug. 4
President Lincoln, for New York. Aug. 4
Sailings from Bremen. Aug. 4
Numidian for Boston. Aug. 4
Columbia, for New York. Aug. 4
Athena, for New York. Aug. 4
Duke of York, for New York. Aug. 4
Furnessia, for New York. Aug. 4
Bostonian, for Boston. Aug. 4
Sailings from Bristol. Aug. 4
Royal Edward, for Montreal. Aug. 4
Royal George, for Montreal. Aug. 4
Sailings from Hamburg. Aug. 4
Copenhagen, for New York. Aug. 4
Prinz Friedrich Wilhelm, for New York. Aug. 4
Prinzess Irene, for New York. Aug. 4
Furnessia, for New York. Aug. 4
Bostonian, for Boston. Aug. 4
Sailings from Manchester. Aug. 4
Bostonian, for Boston. Aug. 4
Sailings from Bristol. Aug. 4
Royal Edward, for Montreal. Aug. 4
Royal George, for Montreal. Aug. 4
Sailings from Hamburg. Aug. 4
Copenhagen, for New York. Aug. 4
Prinz Friedrich Wilhelm, for New York. Aug. 4
Prinzess Irene, for New York. Aug. 4
Furnessia, for New York. Aug. 4
Bostonian, for Boston. Aug. 4
Sailings from Manchester. Aug. 4
Bostonian, for Boston. Aug. 4
Sailings from Bremen. Aug. 4
Grosser Kurfuerst, for New York. Aug. 4
Kronprinz Wilhelm, for New York. Aug. 4
Prinz Friedrich, Wilhelm, for New York. Aug. 4
Prinzess Irene, for New York. Aug. 4
Barbarossa, for New York. Aug. 4
Sailings from Havre. Aug. 4
La Provence, for New York. Aug. 4
La Tournaise, for New York. Aug. 4
Menonine, for Antwerp. Aug. 4
Anglian, for Liverpool. Aug. 4
Leverpool, for Liverpool. Aug. 4
Iberian, for Manchester. Aug. 4
Pretoria, for Havr'r. Aug. 4
Saxonia, for Liverpool and Queens' town. Aug. 4
Gerrydry, for Rotterdam. Aug. 4
Gent, for Antwerp. Aug. 4
Guanidin, for Glasgow. Aug. 4
Winifredian, for Liverpool. Aug. 4
Kentucky, for Copenhagen. Aug. 4
Zealand, for Liverpool and Queens' town. Aug. 4
Bathana, for Hamburg. Aug. 4
Marquette, for Amsterdam. Aug. 4
Barbarossa, for London. Aug. 4
Ivernia, for Liverpool and Queens' town. Aug. 4
Cestria, for Liverpool. Aug. 4
Sailings from Philadelphia. Aug. 4
Samland, for Antwerp. Aug. 4
Merion, for Liverpool. Aug. 4
Friesland, for Liverpool. Aug. 4
Menonine, for Antwerp. Aug. 4
Havenford, for Liverpool. Aug. 4
Sailings from Montreal. Aug. 4
Lake Champlain, for Liverpool. Aug. 4
Royal George, for Bristol. Aug. 4
Laurentian, for Liverpool. Aug. 4
Empress of Britain, for Liverpool. Aug. 4
Dominion, for Liverpool. Aug. 4
Westbound.
Sailings from Liverpool.
Lake Manitoba, for Montreal. Aug. 4
Megantic, for Montreal. Aug. 4
Cedric, for New York. Aug. 4
Lusitania, for New York. Aug. 4
Influenza, for Boston. Aug. 4
Campania, for New York. Aug. 4
Zealand, for Boston. Aug. 4
Haverford, for Philadelphia. Aug. 4
Empress of Britain, for Liverpool. Aug. 4
Dominion, for Liverpool. Aug. 4
Westbound.
Sailings from San Francisco.
*U. S. Army transport Sheridan, for Honolulu and Manila. Aug. 5
*Marquette, for Manila. Aug. 6
Cedric, for New York. Aug. 6
Lusitania, for New York. Aug. 6
Influenza, for Boston. Aug. 6
Campania, for New York. Aug. 6
Zealand, for Boston. Aug. 6
Haverford, for Philadelphia. Aug. 6
Empress of Britain, for Liverpool. Aug. 6
Dominion, for Liverpool. Aug. 6
Westbound.
Sailings from San Francisco.

INDIAN POW-WOW HELD IN MANITOBA

BRANDON, Man.—A big pow-wow of the Manitoba Indians was held at the Brandon fair this week. Seven hundred Sioux Indians, many of them having traveled hundreds of miles, gathered at the fair and their encampment was a most interesting spot.

There are many historic characters together. The most famous probably is Chief Antoine, who was the chief lieutenant of Sitting Bull during the Indian war in the Black hills of Dakota. Other chiefs are Wanduta and Au-Kes-Ha. A number of Indian painters are here, including Morris of Toronto.

SHIPPING NEWS

Produce Markets

CURRENT DEBT TO EUROPE SMALL

Arrivals

Steamer Verona from Port Morant with 22,000 stems bananas, 130 bags cocoanuts for United Fruit Company.

Steamer Gloucester from Norfolk with 77 crates cucumbers, 176 crates eggplant, 672 barrels potatoes, 9 crates tomatoes.

Steamer Katahdin from Jacksonville with 44 crates vegetables, 47 crates pineapples, 10 barrels pears.

Steamer Cymric from Liverpool.

Steamer Banes from Sosua, S. D. arrived, 15,000 stems bananas for W. W. & C. R. Noyes.

Sailed.

Str Nicholas Cuneo sailed from Sama, Cuba, Aug. 2, for Boston with bananas for W. W. & C. R. Noyes; due Monday, Aug. 8.

Str Adam Farragut sailed from Port Antonio, Jam, Aug. 3, at 2 a.m. for Boston with bananas for W. W. & C. R. Noyes.

Str Farragut sailed from Port Antonio, Jam, Aug. 3, at 2 a.m. for Boston with bananas for W. W. & C. R. Noyes.

Str Prince George (Br), McKinnon, Yarmouth, N. S. mds and passengers to J. F. Masters.

Tug Nottingham, Bennett, Bort Johnson, towg by C. R. R. of N. J. 8 and two others.

Str Ransom B. Fuller, Strout, Portland, Me.

Str City of Bangor, Colby, Bath, Me.

Str City of Gloucester, Linnekin, Gloucester, Mass.

Tug Paul Jones, Huntley, towg by Occidental.

Tug James Woolley, Millin, Plymouth, Mass.

Tug Mercury, Wall, Portland, Me.

Str Barbara, Frances, Fernandina July 24, 57,000 feet of lumber for George McQueen Co.

Str Florence Leland, Holden, Philadelphia, pipe.

Str Serene S. Kendall, Bangor.

Str Centennial, Denysville, Me.

Str William Keene, Hathaway, Red Beach, Me.

Str Herman F. Kimball, Barbour, Rockport, Me.; lime.

Str Morris & Cliff, Pierson, Rockport, Me.

Tug Nottingham, had bgs C. R. R. of N. J. 3 for Salem, 6 for Boston and 14 for Newburyport.

Tug Boxer, Walls, New Bedford, Mass.

Sailed.

Str Prince George (Br), Yarmouth, N. S. Howard, Norfolk; Persian, Philadelphia; Harvard, New York; H. M. Whitney, do; tugs Western, for Guttenfels, Liberty, and David Wallace; str Limon (Br), Port Limon; Calvin Austin, St. John, N. B.; tugs Cheekwatha, Perth Amboy, towg by B. Bangor, Black Bird and Burden; Mariner, Provincetown.

Str Howard, for Norfolk; tug Paul Jones, Norfolk, Va.

The str Bay Port brt in 2320 tons coal.

BOSTON RECEIPTS.</

Those wishing to use this page for a Free Advertisement must write their advertisement on the blank on page 2.

Classified Advertisements

SPACE IS NOT GIVEN ON THIS PAGE TO ADVERTISEMENTS FOR PERSONS WANTED TO HANDLE GOODS ON COMMISSION OR TO ADVERTISEMENTS SOLICITING BUSINESS PATRONAGE

CENTRAL STATES

BOSTON AND N. E.

SITUATIONS WANTED—MALE

ACCOUNTANT (married, 26), desires position as accountant or general office clerk; 10 years' experience; good references; good wages. R. G. CLAIP, Mentor, Ohio. 10

LADY BOOKKEEPERS, several wanted on one or two grade concerns; permanent positions; good futures; salary \$50 to \$65. TRUEBLOOD EMP. CO., 153 La Salle st., Chicago, Ill. 4

LADY STENOGRAHERS, several needed at all city high grade local concerns, in insurance, bank and corporation; permanent; salary \$65. TRUEBLOOD EMP. CO., 153 La Salle st., Chicago, Ill. 4

LINOTYPE OPERATORS wanted; experience required; permanent; \$18 to \$20. STATE JOURNAL, Madison, Wis. 10

MATR.—Wanted, a reliable girl or woman for cooking and general housework; family 3 adults. MRS. O. A. BALL, 209 S. College ave., Indianapolis, Ind. 4

MAKERS—Good wages; permanent positions. LIEBSTERDAIER MILLINERY CO., 965-967 Broadway, Kansas City, Mo. 4

MILLINERS wanted; trimmers and makers for all kinds of dresses; house E. J. ANDREWS, Shenandoah, Ill. 8

OFFICE CLERKS wanted; several bright general office clerks; experience not necessary, but with high school education; will qualify. C. L. LINDNER, 100 W. Division st., Chicago, Ill. 4

SALESWOMAN—Good wages can come to Chicago; salary \$10 a week need apply. TRUEBLOOD EMP. CO., 153 La Salle st., Chicago. 6

POWER MACHINE OPERATORS experienced; wanted; long-time; \$10 weekly. LOW SHIFT FACTORY, 307 Hyatt Ave., South Bend, Ind. 6

REFINED MIDDLE-AGED WOMAN who would appreciate a good home; family of 2 to 3; good for board. MRS. THURSTON, 352 Pine Grove ave., Chicago, Tel. Graceand 3464. 10

SALESWOMAN wanted; a young woman for general sales work; apply HENRICKSON, 4 Randolph st., Chicago. 9

SOLITORS for high-class magazines; salary and commissions. For particular address, THE MAGAZINE CIRCULATION CO., 200 Dearborn st., Chicago. 4

STENOGRAHERS wanted; permanent positions for those who qualify; bank, insurance, mfg. corporations and railroad concerns; in reply state fully past experience. TRUEBLOOD EMP. CO., 153 La Salle st., Chicago. 6

TYPEWRITER OPERATORS wanted (to 15) and general office clerks; young ladies; willing to work for pay; those with experience will pay \$12 a week; also those without billing experience will pay from \$8 to \$10 a week in reply state full past experience. TRUEBLOOD EMP. CO., 153 La Salle st., Chicago. 6

WESTERN STATES

HELP WANTED—MALE

ASSOCIATE PROFESSOR of mechanical engineering; \$1200 per year; 1 month's vacation; July 15. OKLAHOMA A. & M. COLLEGE, engineering dept., Stillwater, Okla. 5

Car Repairs Wanted Experienced on heavy repairs to wooden freight cars; liberal salaries not strict; no charge for parts as far as repaired; no labor troubles; beautiful home town; 60 miles from Kansas City; cheap living; natural gas 25 cents per cu. ft.; fine schools and good facilities; oil denominated. OTAWA (Kan.) CAR WORKS, Ottawa, Kan.

PACIFIC COAST

HELP WANTED—MALE

COOKS wanted; thoroughly experienced; in good paying positions; references required. TРЕАХY & SMITH, 15 East st., San Francisco, Cal. 4

CEMENT BURNERS wanted at once in the great works of the Pacific Portland Cement Co.; \$2.75 per day; steady work yearly; good houses with electric lights and water; good food; good schools and fine social life; oil denominated. OTAWA (Kan.) CAR WORKS, Ottawa, Kan.

Men Wanted—200 To SHIP SOUTH on long woodwork job; \$1.50 per cu. ft., 4-ft. wood. CENTRAL EMP. AGENCEY Market and Santa Clara st., San Jose, Cal. 4

REPRESENTATIVE wanted; gentleman of sterling habits to represent reliable firms in California cities and large towns. ALFRED H. CRIGHTON, First National Bank bldg., San Francisco, Cal. 8

HELP WANTED—FEMALE

GENERAL HOUSEWORK GIRL—Must be good cook; good seamstress; Protestant only; references required; responsible girl who wants to come West. MRS. GEORGE HAGGERTY, Raymond st., Pasadena, Calif. 8

WOMAN wanted, reliable, middle-aged, to help run housework in 6-room cottage; please state wages wanted, etc. MRS. L. J. ADAMS, 524 E. 33d st., Los Angeles, Cal. 4

SOUTHERN STATES

HELP WANTED—MALE

AUTO BODY HELPERS wanted; fast class, on limousine and touring cars; steady work the year round; best wages, fair advance to right man; we work 9 hours a day. Apply to LILLY CARRIGE CO., 10 Orange st., Wilmington, Del. 10

SALESMEN wanted; 2 first-class specialists; for instance, Mississippi and Arkansas; salary and expenses or commission contract. Apply to J. M. JENKINS, Franklin, Tenn. 4

WANTED—Two-class wooden passenger car builders; steady employment; transportation remitted men proving competent. Apply HARLAN & HOLLINGSWORTH CO., 100 Franklin, Del. 10

WANTED—A No. 1 sausages-mackerel; good wages to right party. Apply ALBERT SOESSEL & SON, 248 N. Main st., Memph. Tenn. 5

HELP WANTED—FEMALE

GENERAL HOUSEWORK GIRL—Must be white, whose mother is kept; every convenience and a good home; apply 1211 East Capitol st., Washington, D. C. 5

TEACHERS wanted for country and graded schools; good salaries; positions open; apply to the DEPARTMENT OF EDUCATION, Spartanburg, S.C. 5

WANTED—Young lady experienced in bidders work such as pamphlet binding, miniture building, window matching; steady position good wages. Apply to CHAS. L. STORY, Printer, 5 W. 8th st., Wilmington, Del. 6

EXPERIENCED TEACHER wanted; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

TEACHER wanted; male; Protestant; holding second class certificate for S. No. 4, Johnston; duties to commence Aug. 1; four weeks experience and salary expected. F. MANCHESTER, see-train. Bidder, Oneida, N.Y. 5

FRANCE WILL HONOR ADMIRAL DUQUESNE WITH HEROIC SHAFT

PARIS—The fêtes at Dieppe recently held to commemorate the tercentenary of the entry of Admiral Duquesne into the port of Dieppe ended with a banquet presided over by the minister of the navy, Admiral Boue de Lapayere.

The mayor of Dieppe in thanking those who supported the celebrations referred to M. Gustave Cahen, who has organized a movement to erect a monument in memory of Duquesne at Verte-Petit, on the very spot where stood the house in which he lived. The object of the movement organized by M. Cahen is to revive and perpetuate on the very threshold of his old home the memory of the hero whose name so honors the French navy. The ministers of both the war and navy departments have accepted the honorary presidency of the committees.

The monument is the work of the sculptor Emile Derre, who has been much assisted in his portrait by an engraving of Duquesne by Edelstein. The bust of the sailor is in bronze and will stand on a stone pedestal, on which will be engraved a record of his daring acts and valuable services. The government has presented the committee with four pieces of old cannon to be placed around the monument.

Numerous toasts were proposed by the minister of the navy, by the mayors of Dieppe and of Havre, by the prefect of the Seine Inferieure, the mayors of several towns on the southwest coast of England, and the senators and deputies for the district.

The minister of the navy in a brilliant speech touched on the life of Duquesne, who as a very young man distinguished himself by capturing a Dutch frigate, and whose subsequent career forms so illustrious a page in French naval history. In spite of the high esteem in which he was held by the King and by his minister, Colbert, his religious convictions prevented him from occupying the high position in the French navy which his services justified and which otherwise would have been accorded to him. Although Louis XIV, in 1685 had revoked the edict of Nantes and Duquesne's four sons had to abandon their occupations and leave France, Duquesne himself, by reason of the high services rendered to his country, was exempted from exile.

NAVAL PROPERTY BIDS ATTRACTING BOSTON DEALERS

Annual Estimates for Supplies Expected to Bring a Half Million Dollars in Trade to New England.

Various New England manufacturers have submitted bids on the annual estimates for naval property which it is expected will bring to this section of the country over \$500,000 worth of new business.

The New England firms who have submitted estimates are Boston Belting Company, Boston; C. E. Hobbs, iron and steel merchants, Boston; Stuart-Howland Company, electric goods, Boston; Sub-Tar Company, Boston; E. B. Town & Coal Company, Boston; Watson Brothers, Inc., Boston; Rawles-Cobb Company, factory and navy supplies, Boston; Holzter-Cabot Electric Company, Brookline; C. H. Clafe, Cambridge; C. C. Fire Hose & Rubber Company, Canton Junction; Massachusetts Chemical Company, Walpole; Massasoit Manufacturing Company, Fall River, and Taunton; New Bedford Copper Company, New Bedford.

Three Massachusetts firms have just been awarded big contracts from the United States marine corps. The Joseph M. Herman Shoe Company of Boston is to deliver 20,000 pairs of shoes, the Germania mills, Holyoke, 11,400 yards of cloth, and the Mills Woven Cartridge Belt Company, Worcester, 15,000 belts.

INVITES CAR FIRM TO TRY IN ATTICA

BEVERLY, Mass.—The important announcement was made at the office of the Cameron Car Company at its River street plant today that negotiations have been completed whereby prominent citizens of Attica, O., had offered the company a plant and \$50,000 in cash subscriptions for preferred stock in the company if the concern will establish an assembling plant in that city, or \$100,000 if the entire factory is moved.

A number of prominent Beverly citizens have interested themselves in the company, and there is every prospect that enough money will be raised locally to keep the company in Beverly and to provide for an increase of the business. It is probable that a meeting of interested Beverly men will be held in a few days, and the matter will be thoroughly considered.

BOUNDARY COMMISSION MEETS.

EL PASO, Tex.—The international boundary commission of the United States and Mexico began sessions here this week to decide the ownership of islands in the lower Rio Grande valley. The islands were formed by shifting currents. Some are inhabited. The present sessions are the culmination of five years of field work. Gen. Anson Mills of Washington, D. C., head of the United States committee, is presiding.

REAL ESTATE NEWS

The local real estate market was again very active Wednesday, a large number of transactions being reported, several of them involving valuable properties.

In the South End sales were unusually numerous, one of the important transfers being that of the four-story swell-front brick dwelling at 24 Montgomery street, near Dartmouth street; the three-story swell-front brick house at 25 Dundee street, near Massachusetts avenue, and the four-story and basement octagonal front brick building at 575 Tremont, near Dartmouth street, together with a total of 3065 square feet of land, title to which has passed from Joseph Green and others to Samuel Porges. Of the total valuation of \$19,800 on the three estates, the land carries a rating of \$9000.

Another South End sale is that of the interest held by Simon Mazur in the five-story brick building at 472 and 474 Shawmut avenue, corner of and numbered 82 to 86 on West Concord street, together with 1104 feet of land, all assessed on a valuation of \$10,900, of which \$3300 is on the land. The address is Louis Weinberg.

Grace H. Brett has sold to Robert Siegel the 2½-story brick house and 720 feet of land at 7 Taylor, near Dwight street, South End. The assessors rate the land at \$1400 and the building at \$2200.

Annie Levinton has taken title from Louis Lipsky to three frame houses and 1400 feet of land at 37 to 41 Fabin, near Newland street, and a frame house and 80 feet of land at 10 Draper lane, also near Newland street, South End. The total rating on the properties is \$5800, of which the land carries \$2400.

Benjamin Isgrum has transferred to Joseph Silk a five-story brick house, 40 Staniford street, near Green street, West End. The rating is \$13,300, which includes \$7300 on 1458 square feet of land.

Roxbury Sales.

A sale just closed at Roxbury is that involving 114 to 122 Mt. Pleasant avenue, between Vine and Forest streets, Roxbury. Morris Steinmetz conveyed to Nathan Blume. There are four three-story brick apartment houses. The total assessed valuation is \$31,00, which includes \$4500 on 7021 square feet of land.

Edward A. Finnen has sold to Vincenzo Blaize et ux. 115 Marcella street, near Highland street. It comprises a frame house and 3000 square feet of land. The total taxed value is \$5000, of which \$700 is on the land.

The property at 674 to 682 Center street, corner of 3 to 7 Seaviews avenue, West Roxbury, has been conveyed by Harry M. Taylor to Adolph H. Graustein et al. There is a block of nine brick stores. The rating is \$25,900, which includes \$15,900 on 10,580 square feet of land.

Walter E. Whittemore has conveyed to Alexander T. Walker 10,034 square feet of land on South street, corner of Congress street, West Roxbury, assessed at \$2500.

SOUTH BOSTON SALES.

Leo Isgrum has taken title to 234 to 250 Dorchester street, corner 225 East Eighth and corner of Ninth streets, from Joseph Silk. There are 10 frame buildings standing on 8659 square feet of land. The assessed valuation is \$22,900 and \$9100 of this is on the land.

DORCHESTER SALES.

Henderson & Ross report the sale for George R. Shaler of the three-apartment frame dwelling and 2720 square feet of land at 17 Fenelon street, near Merrill street, Dorchester. Clara Sechusen was the purchaser, for investment. It has a total taxed value of \$6000.

Henry W. Kelly reports the sale for G. B. Thompson to Ernest H. Solothurnmann of the estate 150 Welles Avenue, Dorchester, consisting of a two-family house of 13 rooms and 2500 square feet of land, assessed for \$4900.

REAL ESTATE LEGISLATION.

Secretary Vieux of the Boston real estate exchange is sending to members the annual synopsis of legislation affecting the real estate interest of Boston.

The more important statutes affecting real estate interests passed this year include: Chapter 500, amending the law of trial of cases in the land court; chapter 260, giving the tax commissioner authority to recommend to local boards of assessors a revision of their valuations of property for taxation; chapter 456, distributing to cities and towns the whole tax paid by domestic business corporations except the tax on shares of stock owned by nonresidents, retained by the commonwealth; chapter 521, increasing the local tax limit of Boston from \$10,50 to \$10,55 per 1000 of assessors' valuation of taxable property for the preceding year; resolve providing for the appointment by the Governor of a commission of five to investigate the general subject of inspection of factories, workshops, mercantile establishments and other buildings and to report on or before the second Wednesday of January, 1911, their recommendations for greater efficiency and economy in the work of inspection; chapter 601, amending the building law to provide for the designation of a substitute in the case of the absence of a member of the board of appeal; chapter 408, permitting cities and towns to acquire land within their limits for road-building materials; chapter 527, requiring the Massachusetts highway commission to lay out as a state highway that part of Washington street in West Roxbury, from Lagrange street to Metropolitan avenue, at a width of 100 feet, at a cost not exceeding \$70,000, the act being subject to acceptance by the city council; chapter 553, protecting the city against loss through openings of streets and sidewalks.

The first step was taken toward amending the constitution to permit excess takings of land in street improve-

ments through special acts of the Legislature. Eight acts appropriate a total of not exceeding \$697,561.96 for care and maintenance of metropolitan parks and parkways and other park purposes.

Chapter 582, correcting an unfortunate change in the legislation of 1909, enforces for the benefit of commercial interests the maintenance of open channels in Charles river in winter. Chapter 628 gives the metropolitan park commission authority to replace or rebuild existing bridges over the Charles river under certain conditions, and to expend not exceeding \$50,000 in acquiring lands necessary to properly connect existing riparian parks.

The same commission is to investigate and report on four park matters—as to a speedway for horses along the Mystic between Middlesex Fells parkway and Crook bridge; as to a park and parkway through Boston, Brookline, Newton and Watertown square; as to improving the sanitary condition of the Charles river at Newton and Waltham, and as to cost and advisability of completing the Quincy parkway.

The harbor acts include the important statutes: Chapter 648, for the radical extension of the East Boston harbor lines and water front development to an amount not exceeding \$3,000,000; Chapter 588, appropriating \$1,000,000 for further development of the Commonwealth's flats at South Boston, and a resolution looking to the establishment of a free port.

BUILDING NOTICES.

Permits to construct, alter or repair buildings were granted at the office of the building commissioner of the city of Boston today as printed below. Location, owner, architect and nature of work are named in the order here given:

Fuller st., 100; William Douse; wood dwelling; B. Alden; after demolition.

Brown st., 50; Anthony Addinwood; after demolition.

Polk st.; city of Boston, Brauerd & Leeds; after school.

State st., 226; G. R. Clarke et al.; trs.; Washington st., 283; United States Realty Co.; after offices, etc.

Tremont st., 376; Morris Gutton, W. E. Clark; after demolition.

Washington st., 417-425; Gilchrist Co., C. H. Blackall; after store.

Allston st., 7; Horace W. Baxter; after dwelling.

Newland st., 18; John C. Timley; after dwelling.

State st., 224; R. H. Gardner et al.; trs.; after alterations.

Boynton st., 839; A. W. Krey et al.; H. Alden; after tenements.

Boynton st., 841; A. W. Krey et al.; H. Alden; after tenements.

Bacon st., 400; Rose Dexter, Bigelow & Wadsworth; after dwelling.

Washington st., 1767; Louis Leveroni; after Parker st., 502; J. J. Nathan; after carriage house.

Washington st., 2056; William White; after Washington st., 2416-2420; J. P. Collins; after stores and offices.

Oxford st., 157; Congregation Shary Ilila, M. S. Kalman; after dwelling.

Carruth st., 78; K. S. Dewitt; after dwelling.

Templeton st., 50; E. E. Wood; after dwelling.

THE CHRISTIAN SCIENCE MONITOR Classified Advertising Columns bring returns. A telephone call to 4330 Back Bay will give you information as to terms.

THE selected editorial comments today deal with the career of John G. Carlisle, three times speaker of the House of Representatives, United States senator, and secretary of the treasury in the second Cleveland administration.

NEW YORK WORLD—In the anxious

crisis of the civil war Mr. Carlisle, living in a divided state, stood for the Union.

Later, when power in his divided party was sought by leading the rush to Populism, he stood strong against silver inflation. Able and without hint of truce, he fought tariffs that exact tribute and no revenue. He was a Democrat. Mr. Carlisle was in Lincoln's phrase a "masted" statesman, a product of the small farm and old field school, a boyhood adept with plow and ax. The repub-

lic has had no better type of men.

NEW YORK SUN—John G. Carlisle went out of political life with the passing of the second Cleveland administration. He was one of the leaders of a forlorn hope so far as the fortunes of the national Democracy were concerned, but his vindication was sure;

indeed he did not have long to wait for it. For him there was never more hope of political preferment from his own party, and he was too good a Democrat of the old school to accept office from the Republican party. He registered his protest of principle and passed from the scene.

NEW YORK TRIBUNE—Mr. Carlisle's temperament and skill in exposition

would have made him a great judge. He was always considerate, patient and kindly, and it was perhaps his weakness as a politician that he abhorred warfare.

He was an intellectual force rather than a born commander of men. But as an intellectual force he had few equals in the Democratic party at a time when it seemed to be regaining its old vitality.

At the Quincy street gate.

PROVIDENCE (R. I.) JOURNAL—One of the statesmen of an era now rapidly passing away, John Griffin Carlisle, three times speaker of the House of Representatives, United States senator, and secretary of the treasury in the second Cleveland administration.

MANCHESTER (N. H.) UNION—Early recognized as an influential member of Congress, Mr. Carlisle was three times speaker of the House and never had a decision overruled, being admitted by one of the ablest presiding officers that body ever had. After a service of three years in the Senate he became secretary of the treasury in Cleveland's second term, and with the then President made the memorable fight for sound money.

MANCHESTER (N. H.) UNION—Lieutenant Commander F. A. Traut, detached duty naval intelligence, to duty as naval attaché, Berlin, Germany.

Lieutenant Commander C. C. Frewel, detached duty the armored cruiser Pennsylvania.

Lieutenant Commander A. T. Graham, detached duty the armored cruiser Tennessee to duty as naval attaché, Tokyo, Japan.

Lieutenant W. S. Miller, detached duty the armored cruiser West Virginia to home and wait orders.

Lieut. G. W. Sparrow, detached duty the Norfolk & Western railway private car No. 1, occupied by Vice-Presidents Maher, general manager, and Davant, traffic manager, arrived at South station today over the Pennsylvania and New Haven roads, from Roanoke, Va., in the interests of their company.

The Boston & Maine railway private car 555, occupied by Director Whiting and family, passed through Boston this noon on route from Springfield to Nanuet point, via the Boston & Albany and New Haven roads.

The Pennsylvania railway private car 7204, occupied by Secretary S. B. Liggett and family, arrived at South station this morning over the New York Central lines from Pittsburg.

ERROUNEOUS RESTELLI CLEWS. QUINCY, Mass.—Several clews as to the whereabouts of Louis Restelli, the Italian quarryman who is wanted for the killing of two persons and wounding four others in Quincy Friday last, were reported throughout Wednesday in different parts of the state, but all proved erroneous. Two trains leaving Boston for Truro and Sydney, N. S., were searched by the Canadian police without finding Restelli.

GREAT NECK, L. I.—Lottie Blair Parker, author of "Way Down East," supported by many women in automobiles, carried the school elections here Wednesday for James W. Jacobus and Richard Keloe. The other candidates did not receive as many votes altogether as either of the victors.

NEW UNIFORM ADVOCATED. SARATOGA, N. Y.—Retiring State Commander Maurice J. Simmonds of New York city before the seventh annual encampment of the New York state department of Spanish War Veterans, now in session here, recommended a new regulation uniform.

Classified Advertisements

RATES—One insertion, 12 cents a line, three or more insertions, 10 cents a line. Telephone your advertisement to 4330 Back Bay, or, if preferred, a representative will call on you to discuss advertising.

FINANCIAL

YOUR OPPORTUNITY—Will sell growing, paying, table water business; established by owner 1894; come in interested. W. F. HALLETT, Bridgeport, Conn.

FOR SALE

88,000 ACRES of pine land in Manatee County, Florida, that will cut from 3000 to 5000 feet of timber per acre. The timber and timber worth \$100,000. This land itself has excellent value for agricultural purposes, growing, gardening, fruit culture of grapefruit, oranges, Address NICHOLAS, 1247 Marquette bldg., Chicago.

FOR SALE—One 9 Room Water Adding Machine, 13½ inch carriage; none used; none add keys; also stand; used about 2 months. Address L. J. GEISS, Fort Wayne, Ind.

HOUSES TO LET

FURNISHED HOUSE of 10 rooms, bath, laundry, located 15 min. from city, near State st.; city electric, inc. heat, heat, bath, etc. Address K. 574, Monitor Office.

APARTMENTS TO LET

THE HOME FORUM

HER FIRST BAKING

WITH the following true tale a group of visitors was recently regaled, as they sat on the breezy corner of the piazza:

He and she had taken a cottage at the seashore for the summer, and the bride fluttered about the kitchen, proud to show her accomplishments. Had ever an attempt of hers on the chafing dish failed? Was not her salad dressing the admiration of all connoisseurs? She would bake a cake, forsooth.

In the drawer of her kitchen table she came upon a fascinating recipe to be made with Dependable flour. What was Dependable flour? She had ordered a bag of Marabout, highly recommended by the village grocer. Just then the grocer's boy came in with an order and she asked him. The lad explained that Dependable flour was the kind that had baking powder already mixed in it. Baking powder? she pondered. She had noticed there was none in the recipe, but of course there must be baking powder—else the cake would not bake; that's easy to understand. And very clever it was of the boy to know about such things.

If she used her plain Marabout flour she must add the baking powder for herself. How much? Two teaspoonsfuls, at a venture. So into the bowl all the good things went. Just then the bridegroom passed through the kitchen. He was going out for a walk, would be gone an hour.

Was the oil stove filled? Yes, it was all properly attended to. She would have no trouble with the stove.

So the portable tin oven was set over one of the burners, the cake was set tenderly within and a happy little bride went off to her dusting.

By and by she came tip-toeing to visit her cake. She had been told that the

slightest jar might cause the cake to fall. With gingerly caution she opened the oven door. There was the miraculous cake puffed at least three inches thick. Her very own cake, and it had risen and was baking! Just then she noticed a fluttering sound, and realized with dismay that the burner was ceasing to burn. What could be wrong? If only Will would come back. But he must be miles away by this time. With breathless caution the oven was shifted along to the next burner, and a box of matches forthwith expended in the endeavor to kindle a blaze below it. Presently into the loyal little heart crept a first doubt of the man. Was that stove filled? She lifted the oil tank and shook it. Empty! The first rift in the solid foundation of her trust. No doubt he meant to fill it and thought he had, but—"That's just like a man. I've always heard that it was this way in domestic life," she reflected. With hasty fingers she twirled at the cap of the receiver. It would not budge, and meantime that mountain of white deliciousness was slowly flattening itself out, never again to rise. In a few moments she tossed the thing aside and walked out of the kitchen, it is to be feared shutting the door without much regard to any possible shock to a cake. And the bridegroom was a mile away.

Fifteen minutes later he strode into the range of vision of a very stern little housewife. He must come and see what he had done. The cold oven, the flatly discouraged cake were revealed, the empty oil tank shaken at his crestfallen ear. He could not think how it had happened. He had supposed it was full enough to last all day. He would fill it at once and the cake could be baked after all. Bride was doubtful of the effectiveness of this delayed aid to the

The Wild-Flower Tamer

"Wild-flower Tamer's come to town!"

All the posies cried.

"See him stalking up and down!

"Let us run and hide!"

So the wild flowers hid away—

All of them but one;

Wild Rose said: "I'm going to stay,

Just to see the fun!"

Wild-Flower Tamer came to her,

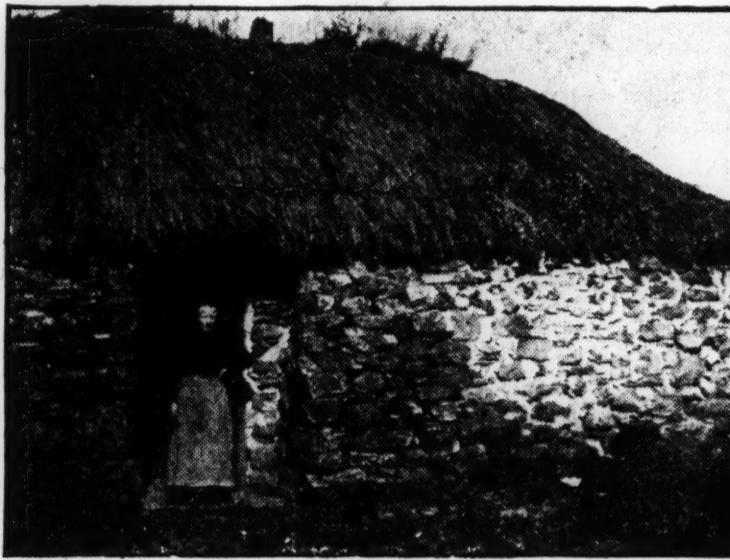
With his wondrous powers;

And a Primrose she became,

Tamest of the flowers!

—Youths Companion:

A HIGHLAND SHEILING



(Photo taken specially for The Monitor.)

A HIGHLAND COTTAGE.

This type, known as a sheiling, may be found in the county of Inverness-shire.

possible for things and people to go on much in the same way, thinking the same thoughts, and living the same sort of life as their forefathers did perhaps hundreds of years ago.

Though the motor is destroying much of the seclusion the railroad has left, there are still places in the British Isles untouched by modern hurry, modern convenience, and the qualified education that stands for modern enlightenment. The picture of a Highland cottage, known as

a sheiling, in the county of Inverness-shire, is an example of how architecture at least may stand still. It is devoid of windows and chimneys, but is inhabited nevertheless by two people who have passed their quiet lives in it many years. This type of cottage is rapidly and perhaps fortunately disappearing, but in an age when so many things are regarded as essential, it is interesting to find that a minimum of comfort is not inconsistent with content and happiness.

THE American reader puzzles in doubt second noun of that spelling, which ought to be spelled *wine-wink-lan*, according to some biographer, while yet others say it should be *pin-winkle*, referring to the custom of digging the creature out of its shell with a pin. Here at last we are on its trail, and from the description it is a cross between a snail and a pirate—the latter comparison prompted by its seaside habitat and other habits. It lives a pestilential intruder in oyster beds, or one variety does.

Well, we are glad to have this mystery explained, and to learn in passing that the prawn is cousin to this sea-snail.

One has thought of prawfs as something to do with the defences of kings and queens on the chess board; at least the spelling is so much alike that one word always calls the other to the thought of one who is not familiar with either.

THE SPIRIT OF TOLERANCE

HE who can "make allowances" for his fellow men does much to uplift and to help everybody. Constant suspicion and continually unkind criticism only intensify, as a rule, the errors they assail. The generosity which imputes good motives to others makes an appeal that in many cases arouses an answering kindness, and in consequence the evil that might have been is not. An unchanging good will toward all men preserves its possessor from much bitterness; spares him much disturbance; takes the keen edge of annoyance from the petty and the unperturbed; and in turn kindles in "the other fellow" a responsive gratitude that may grow into all kinds of trustworthiness. To be tolerant means "to bear with" each other; to be kind and patient with each other, rather than disturbed and fretful, while we are striving to undo the evils that seem to be in us and between us and about us. To be tolerant requires more than "to live and let live." It means, verily, to live in such fashion that others are helped to live.

Humanity has had what might be called a hard time in striving to be tolerant. Ordinary human nature has not been blessed with overmuch charity and evil has seemed to be on all sides aggressive and personal. Here and there noble natures have shone as a light set upon a hill, but the world at large has

known generations of contention and strife for a healing kindness is really universal. Christian Science declares plainly, as did Christ Jesus, that God is great enough and good enough to prevail against the suffering of the race. Mortals need only to find the way by which the love of God may be made practical among men, to have abundant kindness and tolerance and good will always with them. The intolerance and destruction recorded in all history, and the unhappy friction in human affairs today show clearly that mankind has long been missing this saving way. And to make it plain, Christian Science testifies to the Principle worked out in the life of Christ Jesus: shows this Principle to be God; God to be Mind, everywhere present; this Mind to be only good because it is God, and hence to be Love and to know no opposite thing to Love.

Divine Love, then, is Mind, and as Mind

it can be expressed in the thoughts of men. Divine Love is Principle and as Principle it can be applied to problems needing Love to solve them. This revelation helps men to discern personal points of view which must necessarily conflict with each other, and to let divine Mind govern their conclusions. They cease to think with the mental mixtures of good and evil which they are pleased to call the human mind, and begin to think as God would have them think, seeing divine Love as the real and all-conquering element in human affairs. They cease to confuse personal affection with divine Love, learning that the latter is impartial, universal kindness; that it is a genuine consideration for the welfare of all that lives, apart from any individual sense of liking or disliking people. And just in the measure that the teaching of Christian Science is understood and obeyed, the spirit of tolerance finds its way into thought, for the Christian Scientist stops looking to selfish impulses and feelings for loving kindness; he learns by fair logic that the sources for ill-will cannot give rise to good-will. So he looks to his increasing understanding of divine Mind for enlarged charity and patience and forgiveness within himself; and because he turns to limitless Love for his spirit of forbearance he is not disappointed.

Christian Science, in enlarging our tolerance, by no means makes us stupid about detecting evil. Instead, it sharpens sensitiveness to evil. We are able more quickly to discover what is unrighteous if we are growing more familiar with righteousness. What Christian Science does for us is to help us separate the detected evil from the man. It tends to check the ill temper, the resentment, or the self-righteousness in ourselves which would hastily condemn another without a fair hearing. It makes us honest enough to grant that there may be more involved in the other man's problem than we can see or know, and so we gladly suspend judgment. It enables us to see the brother-man behind the mist of temptation and downfall and to extend to him confidence in his eventual victory over it all. This because Christian Science fosters the expectation that divine goodness shall prevail over the whole human belief in good and evil; and because in the last analysis, it is natural for the human heart to respond to divine law and to be happy in forgiving than in being forgiven.

When we say so unreservedly that the teaching of Christian Science quickens this blessed habit of "making allowances," let it be remembered that this is true only when the spirit of Christian Science comes with its letter, and comes abundantly. To have an intelligent perception of divine Love without an actual consciousness of the presence of this Love transforming the affections, is to be made intolerant, for the standard grows higher and the weaknesses of the neighbor are measured accordingly. To become, however, so alert that the dangers of evil are not underestimated and at the same time so kindly that the outlook upon the neighbor is one of increasing sweetness and generosity is to be a genuine Christian Scientist. And this spirit of benevolence does indeed make earth a happy place.

The Easier Way

Some people fear red tape more than any other kind of trouble. One such was a postman, whose duty it was to bring mail to the few scattered houses on an island off the Atlantic coast.

One morning, during a very high sea, a man saw him pulling his boat over.

"Why in the world did you make that trip?" he asked him, when the boat finally grounded on the beach.

"Well, you see," replied the other, "I miss a trip I have to write a fearfully long letter to Washington explaining why, and so I thought I had rather pull the boat."—Exchange.

God will never leave you without light enough to take one step. Don't stop walking till the light gives out.—Anon.

CHILDREN'S DEPARTMENT

Had Its Advantages

It was not the intention of the office boy to be smart, and luckily for him his employer did not take his answer as smart. The "boss" had forgotten his own penknife, and everybody else, it seemed had forgotten his. Finally, says a writer in the Washington Star, he called the office boy.

The youth was able to furnish the desired article.

"How is it, Tommy," asked the man, "that you alone of all my office force always seem to have your knife with you?"

"I guess," answered the boy, "it's because my wages are so low that I can't afford more than one pair of trousers."

Long Distance Tel-Back Bay 4330
Eight Trunk Lines.

Eastern Advertising Office, Suites 2092 and 2093, Metropolitan Building, 1 Madison Ave., New York city.

Western Advertising Office, Suite 750 Peoples Gas Building, Michigan Ave., and Adams St., Chicago.

European Bureau, Suites 23 and 24 Gun House, Surrey St., Strand, London.

1. Curtail a shelter formed of cloth and leave a number. 2. Curtail a delicate tint and leave a toilet necessary. 3. Doubly curtal a large, strong rope used on ships and leave a vehicle.

CURTAILINGS.

ANSWER TO YESTERDAY'S PICTURE PUZZLE.

What tree?

PICTURE PUZZLE



ANSWER TO YESTERDAY'S PICTURE PUZZLE.

What tree?

Strange Names

Of what realms should you guess King Sior, Queen Mair and Prince Iorwerth are the rulers present and to be?

No, not Abyssinia, nor Cambodia, nor yet one of the Balkan states. Their chief palaces are Buckingham and Windsor, and in certain parts of their dominions

they are known as King George, Queen Mary and Prince Edward. But to their loyal Welsh subjects they are Sior and Mair and Iorwerth.—Exchange.

Identified

Jack London has an affection for children, and he once made the acquaintance of twin sisters of six.

"Good morning, my dear," he said one morning, meeting one of them on the street; "and which of the twins are you?"

The little lassie looked up into his face and said very gravely:

"The one what's out walkin'."—Success Magazine.

Science and Health

With Key to the Scriptures

The text book of Christian Science

Mary Baker Eddy

A complete list of Mrs. Eddy's Works on Christian Science with descriptions and prices will be sent upon application.

Allison V. Stewart
PUBLISHER

Falmouth and St. Paul Sts.
Boston, Mass.

THE CHRISTIAN SCIENCE MONITOR

"First the blade, then the ear,  then the full grain in the ear."

EDITORIAL

Boston, Mass., Thursday, August 4, 1910.

Insurgency Triumphs in Kansas

IN THE Republican primary contest in Kansas on Tuesday the progressives were overwhelmingly victorious. They succeeded almost to the point of making a complete sweep. No room is left for doubt as to the decision of the great majority of the Republican voters. The present Governor and six out of the eight congressmen, all progressives, some out-and-out insurgents, were nominated notwithstanding the opposition of powerful men and powerful influences on the regular side.

The campaign was waged and the battle was fought upon national issues. It was a clearly-defined and well-understood struggle for the ascendancy between the two great antagonistic branches of the Republican party. The effort on the side of the regulars was to establish at the polls an impressive vindication of the course pursued by the majority in the present Congress, and, on the side of the progressives, to bring about an equally impressive repudiation of those policies with which the names of Speaker Cannon and Senator Aldrich are identified. The administration was deeply concerned, both in the issues and the outcome, since the progressives charged, more or less openly, that Mr. Taft has not been adhering strictly to the policies of his predecessor.

While more than two years must elapse before the political effect of the Kansas primaries can be tangibly felt in Congress, the moral effect of them will be felt throughout the nation at once. The result will give impetus to the progressive cause in other states. It has already, as the despatches show, significantly influenced the situation in Iowa. It will go far toward cheering the somewhat disappointed Ohio progressives. It will largely advance the prospects of Senator Beveridge in Indiana. On the other hand it will greatly dilute, if it does not entirely destroy, the enthusiasm created among the regulars by a few recent and conspicuous victories.

More important than all, the results in Kansas will exert a powerful influence in shaping the future course of the national administration. The most casual of political observers can see that it fixes a point at which the power and prestige of Speaker Cannon and Senator Aldrich shall be brought to a period, and that, if followed by other insurgent triumphs, it must lead to the modification or actual abandonment of policies in relation to which many of the President's most conservative advisers still insist on standing pat.

EVEN with their Cannon to defend them, the western "conservatives" do not appear to be able to hold the fort.

For Greater Efficiency and Economy

THE last session of Congress provided President Taft with a fund of \$100,000 to be drawn upon for introducing better business methods into the departments of the government. This was largely in response to his personal request, but in his desire to promote greater efficiency and to eliminate extravagance in administration he has been warmly supported by his entire cabinet. Throughout his campaign for the presidency he laid great stress upon the necessity for retrenchment in the government's affairs, and he did not lose sight of his anti-election promises when he found himself in the White House. It is just to him to say that he has been insistent, both in his communications to Congress and in his intercourse with his official family, in calling for a closer scrutiny of estimates and appropriations.

The public will be glad to hear that the first steps have been taken toward carrying out the purpose behind the congressional appropriation referred to. Four sets of experts have been employed to make preliminary inquiries into departmental methods, with a view to their improvement. They will find in the treasury and in some other departments that their visit has been anticipated, but it is essential that they shall examine as carefully into the plans proposed for remedying existing evils as into the evils themselves.

There is always occasion for the avoidance of radical changes in a case of this kind. Niggardliness in the management of our governmental affairs is as much to be avoided as extravagance. On the other hand, the time has come when waste must be checked and stopped. The cost of government has been growing during recent years at a rate which cannot be justified on any apparent grounds. We have reached the billion-dollar point, and if we are getting the worth of our money we can afford it. The point is that we are not making gains in efficiency in proportion to the increase in expenditures. There is not so much complaint about the cost as there is regarding the return for it. And it is high time for something to be done toward reorganization, readjustment and reform.

The Settlement of the Grand Trunk Strike

THE labors of Mackenzie King, the Canadian minister of labor, have at last been crowned with success and the strike on the Grand Trunk railway is ended. It could have been ended before this, much property have been saved and great loss prevented, had either the company or the employees really tried to come to an understanding before the minister of labor came on the scene. The employees have gained what appears to be an increase of 18 to 30 per cent in their wages, and the added cost to the road as usual will be borne by the public who are unable to strike and are averse to violence. The statement of one of the strike leaders that the strikers were now the arbitrators, made a short time since, while no doubt expressing their conception of justice, has lost something of its rhetorical effect in the fact that so much has been done and so well by Mr. King, who appears to have been actuated by a laudable desire to serve the people in general.

In his work on this matter, Mr. King has undoubtedly been helped by the professional knowledge of labor questions that he brought to his office, and the general praise with which the result of his efforts has met, is a proof that it is a good thing to have

men in office who have fitted themselves for its duties. Yet this equipment in many respects would come within the definition of the term "academic," for Mr. King got his degree at the University of Toronto and thereafter added to his attainments at the University of Chicago and Harvard College. So it must be admitted that he owes not a little to the teacher who has taught him to use his abilities to such good purpose for the state. He has studied the relation of capital and labor as it ought to be studied, as a question that needed the same investigation as geography or chemistry or a foreign language, not as a question consisting of the fierce demand of one side set over against the peremptory refusal of the other. Apparently, one of the outstanding results of Mr. King's study and investigation of labor questions was a desire to see justice done to those that cannot help themselves, and an ability to go about the work in such a fashion that he gained his worthy object. He must possess great powers of negotiation and no doubt has been much helped by Sir Frederick Borden who, we are told, worked hard with him to bring about this consummation; but he never could have done his work so intelligently, even with these aids, had he not gained a store of information that could correctly shape his views and guide his judgment.

THE balloon passenger service comprising regular scheduled trips to designated places, which is to be started at Munich, Bavaria, today, will no doubt be treated leniently by the public, even though it does not do exactly "as advertised" and the ships are sometimes a few minutes late.

WHETHER so intended or not, the announcement that thousands of acres of unappropriated lands eliminated from the forest reserves recently are to be thrown open to settlement will go far toward meeting the objection that conservation, as it is at present understood among the most ardent of its friends, tends to retard development. It was on the strong recommendation of Secretary Wilson that a vast acreage included in the forest reserve has been restored to the public domain, and approval of his course has not been cordial in conservation circles. Yet Secretary Wilson had the full confidence of President Roosevelt with regard to conservation as well as all other matters, and he is in perfect accord with President Taft on the same subject. His position is that the lands in question will prove far more valuable for agricultural than for forestry purposes.

However this may be, the decision to open these lands to settlement gives great satisfaction in the West. The farms to be allotted are located in Colorado, New Mexico, Washington, Oregon, Utah, Idaho and Wyoming, and the land is reported to be far above the average in quality, some of it having been withdrawn largely for this very reason.

The opening of vast areas of public land in the West will have the effect of strengthening the better tendency. Its educational value alone will be great, since the rush of settlers cannot fail to impress the whole country once more with the fact that no matter how indifferent the great majority of Americans may be, or seem to be, the class which recognizes the growing scarcity of bargains in good lands is large and active.

"MONEY makes the mare go," and if it should prove true, as reported, that some of the Rockefeller millions are to be employed in exploiting a new type of aeroplane, substantial results may be expected. For some time to come the flying machine is likely to prove a rather expensive "toy," but that it will be developed into a practical commercial invention of great utility is not beyond the realm of conservative speculation.

WU TING FANG, former minister of China to the United States, seems to have been restored to the confidence of the governing powers in Peking. He has just been appointed counselor to the Chinese foreign office, and it is understood that he is indebted for this distinction very largely to the experience which he acquired during his diplomatic service in this country. Among the many Orientals with whom we as a

people have been brought into contact during recent years there is hardly another who has won so warm and so high a place in American popular esteem as this scholarly, accomplished and tactful gentleman. Before his first appointment to Washington he had served his own country in many important positions, and always with credit. His name is identified indelibly with what we have come to know as the "Chinese awakening." He had equipped himself for activity in modern life by studies at home and abroad.

There may have been, from purely diplomatic point of view, some foundation for the charge brought against him in Peking that he "talked too much," but in this country it was never felt that his talking did his country any harm. On the contrary, he did a great deal more than any of his silent predecessors, perhaps more than all of them, to create among us a better understanding of China and her people. We came to look upon him as a friend, and when he was recalled, both on the first and second occasions, regret was general and sincere.

It is not to be believed that his friendship for this country has weakened during the period of his official inactivity. He has been elevated now to a post in which he may have opportunity of proving the sincerity of the professions he has often made, and there is no reason to think that he will fall short of our expectations.

THE brief visit which President Montt of Chili is just now paying this country on his way to Europe, where he will make a longer sojourn, is a fine and substantial compliment, from one point of view, to the loyalty and reliability of his official assistants whom he has left at home. The President of an important republic would not be moved to go across the seas on a pleasure jaunt unless he felt sure of the quality of the men who are to "hold down the lid" while he is away.

THE German Emperor's declaration, "I do not want a hand-breadth of American land," and the Japanese premier's assertion, "War between America and Japan is impossible," may serve to quiet the "jingos" of these several countries until they have time to think up some new "scares" with which to give themselves the "shivers."

A GREAT deal of good-natured and quite justifiable fun is sometimes poked at the Germans for minute police regulations that, to the American accustomed to consult his own desires rather than the rights of the public, seem onerous and often far-fetched. Nevertheless, it will be observed that the German seems to be able to attain a tolerable degree of happiness in the face of many laws and their enforcement and to love his country in a very practical and devoted way. We do not think, however, that the rules promulgated in the province of Brandenburg for the regulation of aeroplane flights are unreasonable or onerous, but on the contrary are such as might be copied with profit by all governments. The province now has ordered its police to see that aviators shall not fly over towns in cross-country flights, must give three days notice of such flights and must be prepared to exhibit certificates of efficiency. The German takes the view that it is quite as much a breach of the peace for one to damage oneself as for one to damage another by carelessness or inefficiency, and, holding this view, he sees to it that the chance of these things taking place is made as small as possible. He is assisted in this by the power of centralized government, whereas in the United States this power's place must be taken by public opinion. It has been made clear by demonstration that, notwithstanding the splendid achievements in flying, the art is yet in its infancy, and a great body of experience must be built up before it can be regarded as safe, useful or practical in our affairs. It has the possibility of great commercial and military value, but to gain experience through which this can be attained should not be brought about by spectacles that in result are no better than gladiatorial combats. Flying in the air to be of sober value must be studied and practised with some regard to its ultimate use for the improvement of society and not the excitement; and not only that, but it must be followed with a regard for what we may call the credit of the art; recklessness is all very well as something dramatic, but there is plenty that is dramatic and is consonant with a respect for ordinary prudence. It may not please "air kings" and "demon fliers," but the art of flying in the air, to be made serious, must be shown to be something more valuable to commerce than "Rupert's drops" were to chemistry.

UNTIL the people of Secretary Ballinger's state shall "propose" him for Governor, as somebody in New York has been kind enough to do for Mr. Pinchot, the "vindication" honors will seem to be in favor of the latter.

THE Illinois Tax Reform League has filed with the Chicago board of review a statement alleging that taxable stocks in foreign corporations to a very large amount have been concealed from the assessors and reviewers of Cook county and have not been assessed. It is contended by counsel that stock in a foreign corporation owned by a resident in another jurisdiction is not subject to assessment and taxation. The league contend, on the other hand, that such stock is taxable and allege, furthermore, that some wealthy residents of Chicago have not been assessed on their personal property as they should have been, and that this has gone on for some years. As to the specific legal question involved in the power of a state or municipal government to tax the stock of foreign corporations, it is not our business to speak, though all men know what the general practise of the fiscal powers in a government is in this respect. But it is to the much broader question of public conduct or civil conduct, if the word be preferred, exhibited by those that seek to evade taxes which they are quite able to pay, that we would call our readers' attention.

It cannot be said that any man pays taxes joyously; as a general thing he pays them because they must be paid and cannot be avoided. Yet, notwithstanding that he may do it sometimes ruefully, the average man would not have the state suffer by his failure to contribute his share of the public expenses; indeed, so sure are we that this is so, that we cannot but observe that often the man of moderate means is apt to make much less show of irritation in the matter than the man with many times as much. We take sides with neither, but merely point to what seems to us to be a fact. On the other hand, we must concede that extravagance is shown in every form of American government, and is restrained none too often by regard for the rights of others, but is sometimes marked by a quite improper determination to "make the rich man pay." This is as unjust and unfair as the motive that bids a wealthy man evade his share of public expenses. But the man who has come to be known by the term "tax-dodger" has a great deal to answer for, and it makes no difference whether he lives in Chicago or Boston, his offense is the same, in that for money's sake and money's sake alone he tries to escape what in the eyes of the law is a lawful burden. Not only does he avoid a proper duty, but he gives to the forces of discontent and envy the excuse for propositions and complaints that would fall of their own weight were they met by an unselfish attitude on the part of all citizens. During the recent general elections in Great Britain when party feeling reached a height unknown in this country and political questions and statements were put to all sorts of examinations and tests, the common cry against the proposed budget of the Liberal government was that it was a socialist budget. In retort, it was pointed out by the Liberal disputants that all taxes were socialistic in character and must be paid by the citizens whether they like them or not. In other words, no one pays taxes as a matter of personal pleasure, but that the expenses of the state may be met. To make those expenses unreasonable, excessive or frivolous is not honest; to frame the laws regulating them in such a way that they are paid by one set of men in the community and enjoyed by another, is equally dishonest; but to make a determined effort to avoid their payment on the part of those that are perfectly well able to afford it, is to give an excuse to those who use an economic protest as a cloak for all that is unwholesome for a community, whether it be municipal or federal. The selfishness of the "tax-dodger" is one of the most useful tools in the hands of those that would deny the fruits of their labors to poor and wealthy alike.

WITH a superabundance of commodities which they could "swap" to their mutual advantage, it ought not to be difficult for the moneyed interests of New England and Texas to get enough capital together to establish a line of ships between the two sections.

The Regulation of Air Flying

New Homestead Opportunities

The Avoidance of Civil Duties